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A Refreshing and
Invigorating Beverage.
The very brand for all
occasions.

MITSUI BUSSAN KAISHA, LTD.

The China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR.—The
closing rate of the dollar on
demand, to-day was 1/3 1/4.

Dainty Eyeglasses
N. LAZARUS
Ophthalmic Optician
13, Queen's Road Central.

No. 27,554.

HONG KONG, THURSDAY, JULY 31, 1930.

PRICE \$3.00 Per Month.

DEBATE ON ROUND TABLE PARLEY.

Fulllest Examination of
Every Problem.

SIR JOHN SIMON NOT WANTED.

Rugby, Yesterday.
The subject of the Indian
Round Table Conference was
again raised in both Houses
of Parliament. Lord Reading,
in the House of Lords, supported
the Conservative leader, Lord
Salisbury, asked the Government
to give effect to the urgent re-
presentations made yesterday
that Sir John Simon should be
invited to be a member of the con-
ference.

Earl Russell, Under-Secretary
of State for India, replying, said
that the question and those in-
volved in it had been exhaustively
considered by the Government
in consultation with the Indian
Government. The Statutory
Commission had performed its
task with distinction, which
would secure for its report a
prominent place in official political
literature. It had presented
its findings to Parliament. When
the conference now contemplated
was proposed by the Chairman
of the Commission with the consent
of his colleagues, the Govern-
ment alone was to have taken
upon itself the negotiations.

Varied Composition.

"We have widened this so that
Parliament in its varied com-
position may be represented. The
Government is certain that it will
be advisable to halt there and not
to add another section of repre-
sentatives to the delegates an-
nounced yesterday. The Govern-
ment is confident that the repre-
sentatives to be selected will be
able to get the fullest examina-
tion of every problem brought
before it, and that every opportunity
will be taken to secure the most
expert and well-informed advice
wherever it is to be found and
that it will be available for the
Government and Parliamentary
representatives. The Government
is convinced that any departure
from this decision will not ease the
task or promote the success of the
conference.

Chamberlain Dissatisfied.

In the House of Commons the
Prime Minister read a reply in
similar terms in answer to a
question by Sir Austen Chamber-
lain who, however, said that the
answer hardly met his point,
which was that the Chairman of
the Commission, Sir John Simon,
should be present at the confer-
ence so that his services could be
made available to the conference.

Mr. Lloyd George said that he
understood from the Prime
Minister that the Government left
it open to summon any body who
had expert knowledge of matters
to be considered by the conference
in order to aid the conference in
coming to a decision. He, there-
fore, asked the Prime Minister
whether he would not close his
mind to the question of summon-
ing their aid to the examination
of this very grave problem. He
understood that the Indian Leg-
ation would probably be repre-
sented by those chosen by both
Houses to examine this problem.
The Prime Minister said that
that raised a totally different
point. If the conference wanted
advice and asked for it, it would
get it. If the British delegates
wanted advice they would get it.
How it was to be provided was a
matter on which he had not had
time to go into the details. The
Conference would not meet until
November, after the Imperial
Conference, but he wanted to
make it perfectly clear that the
Government had come to a de-
finite decision that it would not
be advisable to have other cate-
gories of delegates than those
mentioned yesterday and to-day.

Adjournment Asked For.

Sir Austen Chamberlain then
asked for an adjournment that if
any of the delegations desired the
presence of members of the Com-
mission, their services (not as
members) should be available
within the conference.
The Prime Minister, replying,
said that he declined to go fur-
ther than the considered state-
ment he had made.
Ultimately, Sir Austen Cham-
berlain asked the Speaker if he
could leave to move an ad-
journment of the House to-

RAID ON ROBBERS' DEN.

Revolvers, Daggers and
Ammunition.

A MARKED HOUSE.

The Wongneichong arms case,
which was remanded by Mr. R. E.
Lindsell last week, was heard by
two Magistrates at the Central
Magistrate's Court to-day.

The case was against five
Chinese, charged with the unlaw-
ful possession, on July 22, of an
automatic pistol, a revolver, two
pistol magazines, four file dag-
gers, and 19 rounds of ammu-
nition.

Chief Detective - Inspector
Reynolds, in charge of the pro-
secution, this morning elected to
proceed only against the first
man, and asked permission to
withdraw the charge against the
other four, because he had no
evidence to offer against them.

He explained that the Police
had hoped to charge these four
men in connection with other
crimes, but no evidence was forth-
coming to substantiate any
charge whatever. The four men
were accordingly discharged.

Possession Admitted.

When asked to plead to the
charge of possession of the arms,
the remaining accused said: "I
admit the things were in my pos-
session. A man named Lo
Cheung and I had charge of
them."

Accused: I don't know what
Lo wanted to do with the things.
He promised to take them away
the next morning.

Mr. Reynolds told their Wor-
ships that the Police had definite
information that a house in the
central district had been marked
by a gang to rob. The Police
watched for two days but various
things happened to cause the
coup to be put off. Then on the
22nd, the eve of the date definitely
fixed for the robbery, the Police
decided to raid the gang's meet-
ing place. The arms were found
in a leather attache case. Both
firearms were loaded, the auto-
matic with seven rounds and the
revolver with five rounds. In the
case, too, were two letters in
English, and from these it was
gathered that accused had been a
seaman.

The Magistrates passed sen-
tence of five years' hard labour
and 24 strokes of the birch.

A Desperate Man.

The *China Mail* learns that the
Police had considerable difficulty
in tracking down the gang as they
had information that one of its
members was a man who would
not hesitate to shoot. It was also
learned that the arms would be
brought to town by the first tram
from Happy Valley early on the
morning of July 22 in preparation
for the robbery to take place at
night.

Accordingly every tram was
searched between 6 and 7 a.m.,
but the gang did not show up.
Then the Police learned that there
had been a hitch, due to one of
the gang going back on the others
by failing to turn up with one of
the revolvers. They also got the
information that, therefore, the
robbery had been definitely post-
poned for the night of the 23rd.

The Police then decided not to
wait any more and raided the
"den" at about 10 a.m. It was a
small house opposite the Tin Hau
Temple in Wongneichong, and
the convicted man was found
alone here. The other four, who
were discharged, were arrested in
the house next door.

Rich Booty.

It was also gathered by the
China Mail that the house which
was to have been robbed was in
Connaught Road Central, and ac-
cording to Police information, it
was known to the would-be rob-
bers that in the house were gold
coins to the value of G\$500, be-
sides silver and other valuable
property, so that the booty would
have been a rich one if the coup
had been put through.

Rich Booty.

tomorrow to discuss the refusal of
the Government to invite the
Chairman of the Commission to
take part in the conference. The
Speaker pointed out that such a
motion under standing orders
should be moved now, but said
that he would consider the motion
on its merits when submitted.
British Wireless Service.

KENNEDY ROAD BURGLARIES.

Portion of the Loot
Recorded.

CIVILIAN AIDS POLICE.

Believed to be the man respon-
sible for the numerous burglaries
in Kennedy Road during the past
few months, a Chinese named Ho
Tak was to-day charged before
Mr. H. R. Butters on three
counts of larceny and one of re-
ceiving stolen property, between
June 7 and July 27.

The accused was arrested in
Kennedy Road at 3 p.m. on July
27. He was seen in Kennedy
Road by a Chinese civilian be-
having in a suspicious manner
with a biscuit jar in his posses-
sion. The civilian handed the
accused over to a constable.

A Sergeant's Property.

Detective - Sergeant Johnson
then made inquiries and dis-
covered that the biscuit jar be-
longed to Sergeant Caswell, living
at 1, "B" Block, Military Married
Quarters, Kennedy Road. Then
the accused took the Sergeant to
his house, where a search resulted
in the discovery of certain pawn
tickets.

These were found to relate to
an English woollen blanket, a
table clock and a cigarette box
which were all identified as the
property of Miss Hill of 7, "B"
Block. The blanket was stolen on
June 7 and the other things on
June 17.

The result was that accused was
charged with the theft of these
things, also. In addition to the
articles mentioned above, two
rings were taken possession of by
Sergeant Johnson. One was all
gold and the other gold mounted
with three rubies, which have so
far not been claimed. The Police
are anxious to discover the owner
of these rings, and application is
requested to be made to Police
Headquarters.

Accused's Explanation.

The accused's story was that
while he was working as a mason,
and had money, he bought the
things from a marine hawk.
Now that he is out of work and
his son ill, he pawned them to
raise money for the boy's treat-
ment.

The Magistrate convicted the
accused of theft of Sergeant
Caswell's biscuit jar, and of re-
ceiving the property stolen from
Miss Hill.

The Police proved a previous
conviction, and his Worship pass-
ed sentence of six months' hard
labour on each count the terms
to run concurrently.

Accused: I would rather be
banished afterword.

The *China Mail* learns that Miss
Hill also lost a Singer sewing
machine as the result of the last
burglary in her flat, and no trace
of the machine has yet been
found.

STANDARD COIN.

REMARKABLE SUGGESTION TO
RELIEVE SITUATION.

A London correspondent writes
on July 30—

"I hear that the world shortage
of gold and the general contempt
for silver, especially in the Far
East and India, which has drop-
ped the price of that commodity
to unheard of depths, have in-
spired rather a remarkable sug-
gestion. This is that the leading
Powers should agree to mint a
new standard coinage, to be made
of gold and silver mixed, with an
internationally exchangeable unit
of the denomination and value of
a shilling.

Quite a number of eminent
financial authorities in Britain,
America, and Germany have ex-
pressed approval of the idea,
though the banks, as a whole, are
not impressed. Supporters of the
suggestion believe it would tend
to solve many problems and dif-
ficulties, and relieve the financial
situation in many ways.

TRADE WITH CHINA

BRITAIN'S EXPORTS
TOO LOW.

ENQUIRY NEEDED

WORK OF FAR EAST
ECONOMIC MISSION.

London, Yesterday.
Mr. George Masterman Gillett,
M.P. (Labour, Finsbury), Secre-
tary of the Overseas Department
of Trade, stated in the House of
Commons to-day that the Far
East Mission to Japan to some
extent would be a courtesy visit
to return the visit of the Japanese
Mission to Britain and thence to
China, to call on the National
Government at Nanking, and
spend several months visiting
inter-alia, Shanghai, Hankow (if
possible), northern China, and
the districts around Canton.

The Mission includes members
of the cotton, wool, engineering,
(iron and steel) industries and the
co-operative movement.
Lancashire is granting £6,000
toward the expenses of the cotton
mission.

The Gillett pointed out that in
spite of the situation in China
her import trade was progressive.

OCCASIONAL RAIN.

To-day's weather report from
the Royal Observatory states:
A somewhat deep depression
remains over S.E. China.
The Honins typhoon has
curved westward toward Kobe.
Forecast: S.W. winds;
freshly generally overcast; oc-
casional rain.

Long's Hong Kong—114° 10' 27"
Lat. of Hong Kong—22° 18' 13"
Rainfall

Rainfall to 10 a.m. to-day
0.42 inch. Rainfall since Janu-
ary 1, 60.12 inches against an
average of 51.56.

Temperature and Humidity
The temperature and humidi-
ty at certain specified centres
this morning at 6 o'clock
were:—

	Temp.	Humid.
Hong Kong	79	82
Macao	79	81
Pratas Island	81	90
Manila	79	80
Foochow	80	85
Amoy	80	82
Swatow	80	81
Chefoo	76	85
Shanghai	79	100

ly increasing annually. Britain
was not taking a proper place in
this advance, and it would be the
principal duty of the Missions to
suggest remedies.

The Personnel.

The personnel of the Mission to
the Far East will consist of the
following:—

The Chairman, Sir Ernest
Thompson, Kt., Chairman of the
Executive Joint Committee of the
Cotton Trade Organisations, who
is also Chairman of the cotton
section of the Mission. He is a
Manchester shipping merchant.

Sir Thomas Allen, Vice-Chair-
man of the Co-operative Whole-
sale Society, and Chairman of
the New Zealand Produce Asso-
ciation, etc.

Lieut.-Col. Reginald Keble
Morcon, C.B.E., M.I.C.E., a Direc-
tor of Lloyd's Bank, Ltd., and
Chairman of the British Elec-
trical and Allied Manufacturers'
Association.

Mr. James Bell, formerly M.P.
(Labour, Ormskirk Division of
Lancs.), Secretary to the United
Textile Factory Workers' Asso-
ciation.

Mr. William Growther, of
Slough.

Mr. Louis Beale, of the Trade
Development Council.

The Cotton Section.
The Cotton Section will consist
of, in addition to Sir Ernest
Thompson and Mr. Bell, of the
following:—

Mr. E. W. Birchenough (Opera-
tive Spinners' Association);
Mr. E. Duxbury (United Textile
Factory Workers' Association);
Mr. J. L. Edmondson (Federation
of Collo Printers);
Mr. George Green (Padham
Manufacturers' Association);
Mr. Arthur Reiss and Mr.

AN ANTI-PIRACY DEVICE.

Marconi Company's
New Patent.

WIRELESS IN A SAFE.

A London correspondent
writes under date July 2:—

I hear that the Marconi Com-
pany have a new patent which, it
is thought, will effectively deal
with the situations that not in-
frequently arise in the China
seas owing to the prevalence of
piracy.

Often enough the pirates may
be concealed among the pas-
sengers, and the wireless operator
is overpowered before he can
transmit a call for help. The
new Marconi patent is in the
nature of an automatic transmitter
fitted into a fireproof safe. By
the mere closing of a switch
the safe locks automatically and
the transmitter commences the
radiation of the ship's call sign
and the request for assistance.

The operator, having received
orders to call for assistance, can
abandon the cabin once the safe
has been locked, and can join the
ship's company in defending the
ship.

U.S. WARNS NANKING

TO BE HELD RESPONSIBLE FOR
LOSS OF LIVES

BOMBING RAIDS SEQUEL.

Washington, Yesterday.
The State Department has
announced that the Nanking
Government has been cautioned
that if it permits the loss of
American life and property at
Taipei or Shantung the
American Government will re-
serve all rights in the
matter. This caution follows a
report that four Americans in
Taipei, and also American
mission property, has been endan-
gered by bombing raids.—
Reuter's American Service.

Red Outrages

Peking, Yesterday.
News from Changsha states that
all the Government buildings and
foreign properties in the city have
been burned or wrecked, except the
Post Office and Yale Hospital.

The Communists on Monday
evening crossed to the island where
the foreign settlements and Con-
sulates are situated, vowing they
would burn them, and it is believed
they have done so, but there was
no news of this when the last mes-
sage was sent off yesterday even-
ing.

Changsha is still in flames, and
wholesale looting is continuing.
Numbers of Chinese shops and
business premises, also the Stand-
ard Oil and Texas Oil Companies'
offices have been burned. It is
feared many citizens have been kill-
ed.

Gen. Ho Chen's brother and
other officials were brutally behead-
ed.

The Communists are pursuing
the remnants of the Government
forces westward. Ten thousand
citizens of Changsha have fled
from the city.

Hankow, Yesterday.
H.M.S. Aphis arrived this morn-
ing from Changsha with foreign
refugees, including three Catholic
fathers and six Italian nuns.

Russian Agency Raided.

Shanghai, Yesterday.
At the request of the Chinese
authorities the Settlement police
this morning raided and searched
the residences of M. Rover, the
Tass Agency correspondent, and M.
Maharam, a Soviet agent.

The searchers did not find any-
thing incriminating.—Reuter.

Joseph Wild (Wigan Cotton
Employers' Association).

The terms of reference of the
main Mission are to enquire into
the present condition of British
trade with China and Japan, and
report what action should be
taken to develop and increase that
trade.

The Cotton Mission will assist
the Economic Mission as far as
the enquiries relate to cotton
goods, and report what action
should be taken to develop an in-
crease in British trade of these
goods.—Reuter.

MOTOR TAXATION IN COLONY.

Fifteen Cents Per Gallon
on Petrol.

ESTIMATED REVENUE.

The following report has been
made by the Inspector-General of
Police on existing taxation of
motor vehicles in Hong Kong as
compared with taxation in force
in neighbouring and other coun-
tries:—

Since the inception of motor
taxation in Hong Kong the rates
of taxation have been based on
the weight of the vehicle.

A Committee was formed in
1923 to consider the basis on
which the tax on motor vehicles
should be assessed. The Commit-
tee recommended a tax on horse-
power. This is, however, not con-
sidered to be a satisfactory form
of motor taxation and it has since
been decided that the best method
would be to place a tax on petrol
leaving the annual registration
fees based on the weight of the
vehicle, or in the case of public
vehicles at a nominal figure with
a seating tax.

COMPARISON OF FEES.

Motor Cycles.

	per annum
Hong Kong:—	
sole	\$12
with sidecar	\$18
Canton	\$40
Shanghai	Tls.20
Singapore	St.18
Federated Malay States:—	
under 5 H.P.	St.12
over 5 H.P.	St.18

Private Motor Cars.

	per annum
Hong Kong:—	
not exceeding 15 cwt.	\$15
exceeding 15 cwt. and	
not exceeding 30 cwt.	\$24
exceeding 30 cwt. and	
not exceeding 60 cwt.	\$43
Canton	\$120
A flat rate irrespective of weight.	

Shanghai:—

	per annum
Up to 1,000 lb.	Tls.40
1,001 to 1,500 lb.	Tls.44
1,501 to 2,000 lb.	Tls.48
2,001 to 2,500 lb.	Tls.52
2,501 to 3,000 lb.	Tls.56
3,001 to 3,500 lb.	Tls.60
3,501 to 4,000 lb.	Tls.64
4,001 to 4,500 lb.	Tls.68
4,501 to 5,000 lb.	Tls.72
5,001 lb. and over	Tls.100

Singapore:—

	per annum
Not exceeding 7 H.P.	St.18
Do. 11 H.P.	St.33
Do. 16 H.P.	St.48
Do. 20 H.P.	St.63
Do. 25 H.P.	St.78
Exceeding 30 H.P.	St.93
Federated Malay States:—	
Under 10 H.P.	St.24
10 H.P. and over	St.36
20 H.P. and over	St.60
25 H.P. and over	St.84
25 H.P. and over	St.124

From the foregoing it will be
seen that the present rates charg-
ed in Hong Kong compare very
favourably with those charged in
neighbouring ports. A car weigh-
ing one ton would be taxed in
Hong Kong at \$24, Canton \$120,
Singapore St.42, and Shanghai
Tls.52.

Public Cars and Taxis.

	per annum
Hong Kong:—	
not exceeding 30 cwt.	\$72
exceeding 30 cwt. and	
not exceeding 60 cwt.	\$120
Canton:—	
Large Car	\$180
Small Car	\$154
Shanghai:—	
Up to 1,000 lb.	Tls.60
1,001 to 1,500 lb.	Tls.66
1,501 to 2,000 lb.	Tls.72
2,001 to 2,500 lb.	Tls.78
2,501 to 3,000 lb.	Tls.84
3,001 to 3,500 lb.	Tls.90
3,501 to 4,000 lb.	Tls.96
4,001 to 4,500 lb.	Tls.102
4,501 to 5,000 lb.	Tls.108
5,001 lb. and over	Tls.210

Singapore:—

	per annum
Horse power tax plus a seating tax of St.15 per annum per seat for 1st class and St.24 per annum per seat for 2nd class.	
Federated Malay States:—	
The same fees as for a private vehicle plus a seating tax of St.12 per annum for each person au- thorized to be carried.	

New proposals for the taxation
of public motor vehicles and taxis
in Hong Kong have been formul-
ated. These are: Registration
fee of \$5 per annum plus a seat-
ing tax of \$5 per seat per annum.

Motor Buses.

	per annum
Hong Kong:—	
not exceeding 40 cwt.	\$120
exceeding 40 cwt.	\$240
plus a seating tax of \$10 per seat.	
Shanghai:—	
Tls.400 per annum plus a seat- ing scale fee of Tls.40 to Tls.800 per route mile traversed.	
Singapore:—	
Horse power tax plus a seating	

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$20,000,000
Paid-up Capital \$10,000,000
Reserve Funds \$10,000,000
Surplus \$10,000,000
Total Assets \$40,000,000

HEAD OFFICE: HONG KONG

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W. H. Bell, Esq.
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S. Lander Lewis, Esq.
G. Miskin, Esq.

BRANCHES:

AMOI
HANKOW
HONGKONG
KANTON
KOWLOON
NANKING
PEKING
SHANGHAI
TIENTSIN
YOKOHAMA

HONG KONG SAVINGS BANK.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

NEDERLANDSCHE HANDEL-
MAATSCHAPPIJ, N.V.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

BANQUE DE L'INDO-CHINE.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

THE YOKOHAMA SPECIE BANK,
LIMITED.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Authorized Capital \$20,000,000
Paid-up Capital \$10,000,000
Reserve Funds \$10,000,000
Surplus \$10,000,000
Total Assets \$40,000,000

HEAD OFFICE: LONDON.
Incorporated by Royal Charter, 1853.
Paid-up Capital \$10,000,000
Reserve Funds \$10,000,000
Total Assets \$40,000,000

BRANCHES:

AMOI
HANKOW
HONGKONG
KANTON
KOWLOON
NANKING
PEKING
SHANGHAI
TIENTSIN
YOKOHAMA

THE HO HONG BANK, LTD.

Authorized Capital \$20,000,000
Paid-up Capital \$10,000,000
Reserve Funds \$10,000,000
Surplus \$10,000,000
Total Assets \$40,000,000

THE AMERICAN EXPRESS COMPANY,
INC.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

THE BANK OF TAIWAN, LTD.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

THE BANK OF CHINA.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

BETTER CONDITIONS
IN AMERICA.Business and Industry
Turning Upward.

Activities in the basic industries showed definite signs of improvement in the closing weeks of March, after undergoing a secondary adjustment from the preliminary slump made in January and the early weeks of February. The downward movement in steel production and automobile output has been reversed, and construction activity has shown a marked increase.

Trade in general is in fair volume with both wholesale and retail trade showing improvement. Buying is characterized as cautious, and stocks of merchandise are relatively low. A more optimistic tone is reflected in the stock market, where prices have reached new high level for the year on a large volume of transactions. Prices of agricultural products have staged a healthy recovery, and conditions in the rural sections are reported as better than last year.

Construction Contracts. The outstanding factor in the current situation is the marked improvement shown by the building industry in recent weeks, which indicates that construction activity has definitely turned the corner. Contracts awarded in 37 States during the first three weeks of March show an average daily value of \$17,457,000 compared with a March average of \$18,637,500 in 1929, a decrease of only 6 per cent. This is significant in view of the fact that January and February registered decreases of 21 per cent. and 12.2 per cent., respectively. Preliminary estimates place the total value of March contracts at somewhat above \$450,000,000, which will be slightly more than the average seasonal increase.

Automobile Production. February production of automobiles showed the normal seasonal increase over January but at a considerably lower level than last year. The output for the month totalled 333,962 units, of which 275,811 were passenger cars, 47,129 were trucks, and 1,022 taxicabs. This compares with a total of 273,170 units in January, and 466,418 units in February of last year, an increase of 19.3 per cent. and a decrease of 30.5 per cent., respectively. The total output of the first two months was larger than in the corresponding period in either 1928 or 1927. The early gains were not sustained through March, however, and most manufacturers reduced their schedules. Current production trends indicate that operations are being closely harmonized with consumer demand. Stocks of cars in dealers' hands have been reduced materially, and the used-car problem is steadily improving. As in the steel industry, there appears to have been a decided improvement in the closing week of March, and several manufacturers have adopted heavier schedules for April.

Stock Exchange Transactions. Trading on the New York Exchange during March assumed a more optimistic tone. With a heavier volume of trading than in any month since October, 1929, prices showed the greatest appreciation since the autumn crash. Sales totalled \$6,552,040 shares, compared with \$6,723,210 shares in the previous month. During the first half of the month prices were erratic, the losses of one day offsetting the gains of another. A bullish demonstration occurred during the last half of the month, however, that carried both prices and sales volumes to new high levels for the year. Values of 240 issues comprising twenty groups listed on the Exchange increased \$2,861,240,563, compared with a

THE BANK OF CANTON, LTD.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Funds \$5,000,000
Surplus \$5,000,000
Total Assets \$20,000,000

gain of \$725,286,357 in February and of \$1,618,989,116 in January.

Trading in bonds was on an extremely heavy scale. Dealings amounted to a par value of \$348,077,300, the largest monthly turnover, with the exception of last October, since January, 1927. The month's total was an increase of \$147,507,600 over that of the previous month, and \$136,073,300 over the corresponding month of last year. Prices rose steadily during the first half of the month but fell off somewhat at the close. The average of forty domestic issues closed at 89.20, a net gain of 2.08 points.

Distributive Trade. Current reports from practically every section of the country indicate that general trade is improving, although still somewhat below last year. Chain store sales during February increased about 8 per cent., but when allowance is made for the increased number of units, show a decrease of about 3 1/2 per cent. from last year's figures. Department store sales continue about 3 per cent. below last year. Wholesale and jobbing trade is gradually gaining, and makes a somewhat better showing than retail trade.

Commodity Prices. Commodity prices continued to decline during March, reflecting the continued weakness in the prices of agricultural products, notably wheat and cotton. Fisher's index for the week ended March 28 was 90.4, compared with 90.7 in the previous week, 90.9 two weeks before, 91.3 three weeks before, and 91.9 in the final week of February. The current index figure shows a decrease of 3 1/2 per cent. since the week ended January 24, when the index stood at 93.7, the highest point reached this year. Both wheat and cotton prices showed improvement in the closing days of the month, recovering one-third and two-thirds, respectively, of the ground lost since January.

FINANCE REFORM.

SIR EDWARD COOK'S DEPARTURE.

Siam has bid farewell to Sir Edward and Lady Cook with a considerable measure of regret, but with every confidence that the retiring Financial Adviser has many years of useful work in front of him. He has not yet completed his fiftieth year, but the climate of Bangkok has not proved entirely congenial. In the last thirty-four years, Siam has had four Financial Advisers (Mr. Mitchell-Innes, Mr. Rivett-Carnac, Sir Walter Williamson, and Sir Edward Cook), and all four are still alive and active. Sir Edward Cook took over the post at a critical time, when expenditure was growing faster than revenue in Siam, and the Treasury balances were getting low. Another foreign loan was the generally accepted solution of the difficulties; but the new reign decided to end that state of things, and a policy of severe retrenchment was adopted instead. Since then, under Sir Edward's guidance, the work of improving the country's financial position has gone steadily on, his work being aided by the fact that in a short time fiscal autonomy brought a permanent addition of at least 10 million taicils to the revenue.

Currency Reforms. Each succeeding year has shown an advance in financial policy. The currency reserve has been rehabilitated, and the Currency Act (drafted by Sir Edward) has put the seal on Siam's eminently sane and successful exchange policy. The Reduction of Debt Fund has been created, and now, without being a further charge on the Budget, will provide for the repayment of the 6 and 7 per cent. loans, totalling \$5,000,000, at the earliest possible moment. The fund for economic development has also been started to put the necessary capital expenditure on an assured basis. Since Sir Edward Cook took over, all provision for the development of railways, irrigation and roads has appeared in the annual estimates of expenditure, but in time it is hoped to remove from the estimates this entry, of provision for the avoidance of debt. The strengthening of the police force, the rebuilding of the Administration offices in the provinces, and a much larger provision for education are other features in recent budgets, which now show a real grip on the country's requirements for the development of the various branches of the Administration. Very much, in fact, has been accomplished under Sir Edward Cook's guidance in the last five years.—Financial Times.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

July 25, June, June, 1930, 1918, 1914.	Cts.	Cts.	Cts.
Beef Sirloin	牛尾	12	12
Prime Cut	成肉	11	11
Corried	成肉	12	12
Roast	成肉	12	12
Breast	成肉	12	12
Soup	成肉	12	12
Steak Sirloin	成肉	12	12
Sausages	成肉	12	12
Bullock's Brains	成肉	12	12
Tongue, fresh	成肉	12	12
Tongue, corned	成肉	12	12
Head	成肉	12	12
Heart	成肉	12	12
Hump, Salt	成肉	12	12
Feet	成肉	12	12
Kidneys	成肉	12	12
Tail	成肉	12	12
Liver	成肉	12	12
Tripe	成肉	12	12
Calves' Head & Feet	成肉	12	12
Mutton Chop	成肉	12	12
Leg	成肉	12	12
Shoulder	成肉	12	12
Saddle	成肉	12	12
Pigs' Chittlings	成肉	12	12
Brains	成肉	12	12
Feet	成肉	12	12
Fry	成肉	12	12
Head	成肉	12	12
Heart	成肉	12	12
Kidneys	成肉	12	12
Liver	成肉	12	12
Pork Chop	成肉	12	12
Leg	成肉	12	12
Loin	成肉	12	12
Fat or Lard	成肉	12	12
Sheep's Head & Feet	成肉	12	12
Heart	成肉	12	12
Kidneys	成肉	12	12
Liver	成肉	12	12
Sucking Pigs, to order	成肉	12	12
Suet, Beef	成肉	12	12
Mutton	成肉	12	12
Veal	成肉	12	12
Sausages	成肉	12	12

Fish.

July 25, June, June, 1930, 1918, 1914.	Cts.	Cts.	Cts.
Barbel	魚	12	12
Bream	魚	12	12
Canton Fresh Water Fish	魚	12	12
Carp	魚	12	12
Catfish	魚	12	12
Codfish	魚	12	12
Crabs	魚	12	12
Cuttle Fish	魚	12	12
Dace	魚	12	12
Dog Fish	魚	12	12
Eels, Conger	魚	12	12
Fresh Water	魚	12	12
Yellow	魚	12	12
Frogs	魚	12	12
Garoupa	魚	12	12
Gudgeon	魚	12	12
Herrings	魚	12	12
Halibut	魚	12	12
Labrus	魚	12	12
Loach	魚	12	12
Lobsters	魚	12	12
Mackerel	魚	12	12
Monk Fish	魚	12	12
Mullet	魚	12	12
Oysters	魚	12	12
Perot Fish	魚	12	12
Perch	魚	12	12
Pike	魚	12	12
Plaice	魚	12	12
Pomfret, White	魚	12	12
Pomfret, Black	魚	12	12
Prawns	魚	12	12
Ray	魚	12	12
Rock Fish	魚	12	12
Rosch	魚	12	12
Salmon	魚	12	12
Shark	魚	12	12
Skate	魚	12	12
Shrimps	魚	12	12
Sole	魚	12	12
Sole	魚	12	12
Sole	魚	12	12
Tench	魚	12	12
Typtot	魚	12	12
Turtles, small, fr. water	魚	12	12

Poultry.

July 25, June, June, 1930, 1918, 1914.	Cts.	Cts.	Cts.
Chicken	雞	12	12
Capons, Small	雞	12	12
Capons, Large	雞	12	12
Duck	鴨	12	12
Doves	鴿	12	12
Eggs, Hen (cooking)	蛋	12	12
Eggs, Hen (fresh)	蛋	12	12
Fowls, Canton	雞	12	12
Fowls, Hainan	雞	12	12
Geese	鴨	12	12
Higsons, Canton	雞	12	12
Holow	雞	12	12
Turkeys, Cock	雞	12	12
Turkeys, Hen	雞	12	12
Snipe	雞	12	12
Pheasant	雞	12	12
Quail	雞	12	12
Partridges	雞	12	12

Fruits.

July 25, June, June, 1930, 1918, 1914.	Cts.	Cts.	Cts.
Almonds	杏仁	12	12
Apples (California)	金州蘋果	12	12
Bananas (bride's)	蕉	12	12
Carambols	楊桃	12	12
Coconuts	椰子	12	12
Lemons, China	檸檬	12	12
Lemons (American)	金州檸檬	12	12
Lichees, Dried	荔枝干	12	12
Oranges (Canton)	新會橙	12	12
Pears (Canton)	沙梨	12	12
Peanuts	花生	12	12
Persimmons, Large	大柿	12	12
Plantain	紅蕉	12	12
Pumelo, Siam	暹羅柚	12	12
Walnuts	胡桃	12	12
Grapes	葡萄	12	12

Vegetables, &c.

July 25, June, June, 1930, 1918, 1914.	Cts.	Cts.	Cts.
Artichokes	菊	12	12
Beans, Sprout	豆苗	12	12
Long	豆	12	12
Beef Root	紅豆	12	12
Bitter Squash	青瓜	12	12
Brinjals, Green	青瓜	12	12
Red	紅瓜	12	12
Cabbage, Chinese	芥蘭	12	12
(Shanghai)	上海菜	12	12
Cane Shoots, bunch	菜	12	12
Cauliflower (Large)	大花菜	12	12
(Medium)	中花菜	12	12
(Small)	小花菜	12	12
Carrots	紅蘿蔔	12	12
Celery, Chinese	菜	12	12
Chillies, Dried	紅辣椒	12	12
Red	紅辣椒	12	12
Green	青辣椒	12	12
Curry Stuff, English	菜	12	12
Cucumbers	瓜	12	12
Garlic	蒜	12	12
Ginger, Young	姜	12	12
Old	老姜	12	12
Horseradish, Shanghai	菜	12	12
Indian Corn	玉米	12	12
Lettuce	生菜	12	12
Water Chestnuts	荸薺	12	12
Mandarin	菜	12	12
Mushrooms, Fresh	鮮蘑菇	12	12
Okros	菜	12	12
Onions, Bombay	洋蔥	12	12
Green	生蔥	12	12
Shanghai	上海蔥	12	12
Parley	菜	12	12
Potato, Sweet	薯	12	12
Japanese	日本薯	12	12
American	金山薯	12	12
Pumpkin	冬瓜	12	12
Radish	紅蘿蔔	12	12
Rhubarb (Fresh)	大根	12	12
Shallots	蔥	12	12
Spinach	菠菜	12	12
Tomatoes	番茄	12	12
Taro	芋	12	12
Turnips, Punt (Long)	菜	12	12
Vegetable Marrow	菜	12	12
Water Cross	菜	12	12
Water Lily Root	蓮	12	12

400-FOOT TUNNEL.

WILL BE CONSTRUCTED UNDER
HEADWATERS.

Manila, July 17. Confirming reports of extensive gold deposits in the Headwaters mine and 22 other claims covering a total of 300 hectares, the Bagulo Mining Company will begin construction soon of a tunnel at approximately 400 feet deep under the old Headwaters mine, so as to lay open the veins from which so much bullion was extracted previously. The tunnel will be 1,400 feet long and is expected to cut several other veins that are known to exist on the property and to provide drainage for the old workings. In preparation for the development work which will commence immediately, Captain Thomas Leonard, general manager of the new company, will leave for Bagulo on Saturday morning for a conference with J. O. Engberg, superintendent of the Bagulo mine, who will act as consulting engineer of the new company. With the commencement of development work, a new first class road will be built to the mines at

SUGAR INDUSTRY.

FULL ENQUIRY TO BE HELD IN
AUSTRALIA.

Canberra, Yesterday. Mr. Scullin, speaking at the Federal Institute, announced that a full enquiry would be held into the Australian sugar industry with regard to the embargo on foreign sugar and sugar agreement (whereby the Government pays bounties to assist the industry). The latter agreement would not be renewed until a comprehensive report dealing with all aspects of the question had been considered. The parties interested, urge a renewal of the agreement, for five years. On the contrary, the state branches of the Housewives' Association and some of the fruit-growers organisations favour lifting the embargo on foreign sugar.—Reuter. Once, a mill site will be selected, buildings will be erected and a site for the project tunnel decided upon. The Bagulo Gold Mining Company's stockholders are among the most prominent men in business in Manila.—Philippines Herald.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—Ragwort, from Shanghai. Unimant, from New York. Lyman, Dairy Farm, from Shanghai. E. V. JESSEN, Superintendent. Hong Kong, July 30, 1930. THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD. The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:—Farnham, Kowloon, from Shanghai. James Street, Peninsula Hotel, from Shanghai. Kakukimman, from Keelung. Louis Poshan, 4A, Des Voeux Road, C, from Lima. S. LACK, Superintendent. Hong Kong, July 24, 1930.

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S.S. "FIUME-L"	Aug. 1	Sept. 8
S.S. "CARIGNANO"	Aug. 16	Sept. 23

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TATSUTA MARU	Thursday	21st August
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
YOKOHAMA MARU	Tuesday	5th August
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.		
HARUNA MARU	Saturday	9th August
KAMO MARU	Tuesday	19th August
SYDNEY & MELBOURNE via Manila & Ports.		
KITANO MARU	Tuesday	19th August
ATSUTA MARU	Tuesday	23rd September
BOMBAY via Singapore, Penang, & Colombo.		
TAMBA MARU	Monday	11th August
PENANG MARU	Thursday	28th August
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.		
GINYO MARU	Wednesday	27th August
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
BIGO MARU	Wednesday	6th August
NEW YORK, BOSTON via Panama.		
ATAGO MARU (Calls Philadelphia)	Tuesday	5th August
TOKIWA MARU	Sunday	24th August
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.		
DELAGOA MARU	Monday	11th August
CALCUTTA via Singapore, Penang & Rangoon.		
NAGATO MARU	Friday	8th August
BENGAL MARU	Friday	15th August
SHANGHAI, KOBE & YOKOHAMA.		
MALACCA MARU	Friday	8th August
KASHIMA MARU	Saturday	9th August
KANAGAWA MARU (Mojito direct)	Tuesday	12th August

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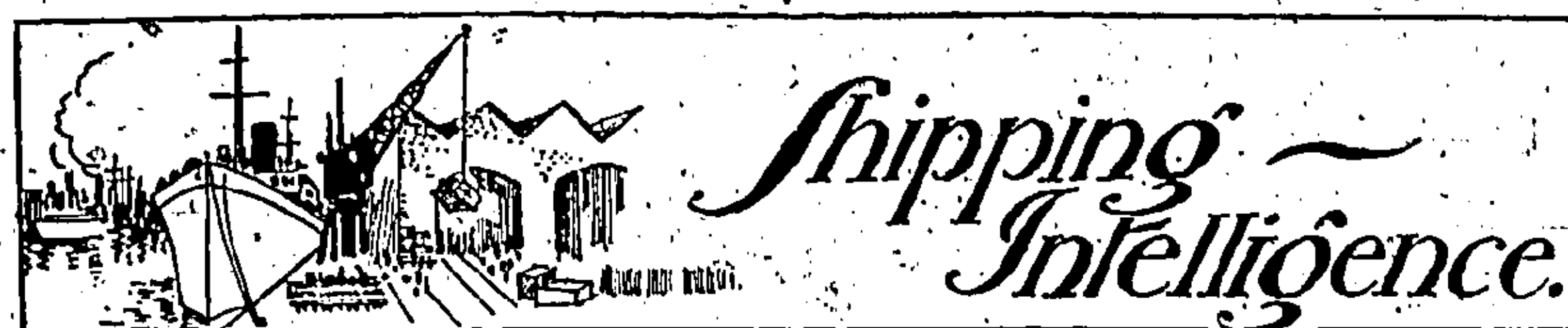
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.		
ATLAS MARU	Monday	11th August
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.		
LA PLATA MARU	Friday	20th August
BUENOS AIRES MARU	Friday	3rd October
BOMBAY—Via Singapore & Colombo.		
SHUNKO MARU	Monday	4th August
HONOLULU MARU	Tuesday	19th August
DURBAN—LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.		
CANADA MARU	Wednesday	6th August
MEXICO MARU	Friday	26th September
CALCUTTA—Via Singapore, Penang & Rangoon.		
HIMALAYA MARU	Saturday	2nd August
CELEBES MARU	Monday	18th August
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.		
ARIZONA MARU (from S'hal)	Sunday	17th August
MELBOURNE—Via Manila, Brisbane & Sydney.		
ALPHONG—Via Hobe and Fakh.		
NEW YORK—Via Japan ports & Panama.		
JAPAN PORTS.		
NITTO MARU	Monday	4th August
TACOMA MARU	Tuesday	5th August
KEELUNG—Via Swatow & Amoy.		
TAKAO—Via Swatow & Amoy.		
TAKAO & KEELUNG.		
BATAVIA MARU	Sunday	10th August

ARRIVALS OF SHIPS.

Wednesday, July 30.		
Anking, British, Capt. Ritchie,	2,047 tons, Amoy, B. and S.,	mooring B.7.
Bronxville, Norwegian, Capt. Mel-	son, 2,798 tons, Manila, Thores-	sen and Co., mooring A.24.
Canton, Maru, Japanese, Capt.	Kwanaki, 2,320 tons, Swatow,	O. S. K., Coy's Wharf.
Hatching, British, Capt. Walker,	1,298 tons, Swatow, Douglas	and Co., Coy's Wharf.
Hopsang, British, Capt. Cumming,	1,359 tons, Swatow, J. M. and	Co., West Point Wharf.
Hydrangea, British, Capt. Grierson,	561 tons, Swatow, Chiu On S.S.	Co., Chiu On Wharf.

STEAMER'S MOVEMENTS

The P. & O. s.s. Kalyan, left
Shanghai for this port on July
29 at 4 p.m., and is due here on
August 1 at about noon.



ANXIOUS TIME FOR SHIPPING.

Idle Tonnage & Ruinous Freights.

Although the difficulties which have compelled the board of the Royal Mail Steam Packet Company to sanction a drastic scheme of re-organisation are mainly financial, the plight of this historic undertaking, which was established by Royal Charter ninety-one years ago, is at the same time, a commentary upon the really deplorable conditions which prevail in the shipping industry all over the world. Ship-owners are accustomed to, and expect, lean periods, but in the past trade cycles have followed a more or less regular course. During the latter phases of the war, and the short-lived boom which occurred after the Armistice, the earnings of British shipping were on a phenomenal scale, but at the beginning of 1922 it was experiencing the worst period of depression within the memory of the oldest ship-owners, while since then it has witnessed a discouraging succession of frustrated hopes. It says much for the 'strictly conservative financial policy pursued by the majority of shipping managements that, with comparatively few exceptions, they have continued to distribute dividends and maintain their finances in a sound condition.

To-day with the running expenses materially higher than they were before the war, freight rates are actually below pre-war level. It is an accepted fact that something over 30s. a ton for the round voyage between this country and the River Plate is needed to enable an owner to make ends meet, but coals are being shipped from South Wales to Argentina at round about 16s. per ton, and grain homeward from the Plate to the United Kingdom at approximately 10s. a ton, so that the ruinous state of affairs from the shipping managers' point of view is manifest. In the United Kingdom alone there are, according to the latest returns, nearly 900,000 tons of shipping lying idle for lack of paying employment, while the world's total of laid-up tonnage is approximately 5,000,000 tons dead-weight capacity. Nothing could better illustrate the impasse in which the industry finds itself.

Trade Revival the Crux.

The seeking of a way out is gravely exercising the minds of shipowners, and various proposals have been put forward. There are many who believe that the only remedy lies in an organised scheme for breaking up obsolescent ships, and a concerted policy of withholding orders for new construction. The objections to this are the impossibility of securing international agreement to scrap, for instance, all vessels of twenty-five years or over, while so great has been the progress in shipbuilding and engineering practice that orders for the economical ships now offered by builders are being, and will continue to be placed. The future for the shipping industry, whether liners, cargo liners, or tramps are concerned, is dependent upon a revival of world trade and a restoration to something like normal conditions. Unhappily, the signs of any such revival are conspicuous by their absence. A far-sighted and eminently successful shipowner told us the other day that he had never known the prospects more discouraging, and that a continuance of unprofitable trading was inevitable. On the other hand, he believes that the improvement, when it does come, will be world-wide, though even then it will have to be very extensive if it is to absorb the whole of the ocean-going tonnage afloat.

The problems which face the tramp owner are, of course, different from those with which the liner companies have to contend. In the passenger business on the principal routes competition is of the severest description, and is intensified by the policy of some foreign Governments who provide substantial subsidies in one form or another to vessels under their flags. In the North Atlantic trade international rivalry is especially acute. The advent of the German "greyhounds," Bremen and Europa, with a service speed of 27 to 28 knots, has compelled the Cunard Line to place an order for a 1,000-ton vessel which, we are given to understand, will have a service speed of 30 knots, capable, if required, of being increased up to, perhaps, 32 knots if the matter of maintaining the record were in question. No other line has set out to challenge the achievements of the Bremen, the holder of the North Atlantic Blue Riband, but formidable competition

is to be offered in the moderate-speed sphere by the United States lines, who have given out a contract for two 30,000-ton liners for the New York-Southampton service, to cost over £2,000,000 each.

Conserving Resources.

In short, the shipowners of all countries are basing their hopes upon the long-deferred revival of the ocean-carrying trade, and it is those companies that pursued a conservative financial policy in prosperous times, and consequently husbanded their resources, which will reap the benefit when this revival does take place.

As already indicated, the troubles of the Royal Mail group are not a direct outcome of the depression in the shipping industry, though naturally the all-round collapse of the freight markets has been a contributing factor.—The Observer.

SALVAGE WORK.

ATTEMPT TO RAISE HINDENBURG AT SCAPA FLOW.

Eleven years after the German fleet was scuttled in Scapa Flow a second attempt is to be made to raise the battle-cruiser Hindenburg. This ambitious scheme follows on the successful raising of twenty-nine vessels of the scuttled German fleet. If accomplished it will create a record in the saving of warships.

With a displacement of 28,000 tons, a length of 750ft., and a beam of 96ft., the Hindenburg lies in 75ft. of water on a rocky bed. The first attempt at salvage, made in 1926, failed because the list of the ship could not be controlled, but Messrs. Cox and Dank, the experts engaged on the work, are now optimistic that a list has been prevented.

Six hundred tons of concrete have been used to increase the port side of the ship around the propellers, and this, it is stated, will steady the hull when the lifting begins, and prevent heeling over, as was the case in 1926. It is hoped to begin lifting operations on a date just eleven years since the fleet was scuttled, on June 21, 1919.

Over 200 men have been employed since March last on the preparations. The vessel is now patched and sealed in readiness for the pumping operation. The task has been of great magnitude, in order to facilitate the pumping out of the hull a larger air ball and air lock have been constructed and secured to the deck over the engine-room spaces, and in this air ball the submersible pumps are accommodated.

Another idea of the preparations necessary can be gathered from the fact that one patch used in the work of sealing the Hindenburg measures 40ft. by 20ft.

Since the first attempt on the Hindenburg Messrs. Cox and Danks have raised: Battlecruiser Moltke, 23,000 tons; battlecruiser Seydlitz, 25,000 tons; battleship Kaiser, 24,500 tons; and light cruiser Bremse, 4,000 tons. The destroyers raised number twenty-five, with an aggregate tonnage of 23,000, making the total tonnage for the twenty-nine vessels 99,500.

In addition to the Hindenburg there are still fifteen of the German fleet at the bottom of Scapa Flow, and after the Hindenburg has been salvaged attention will be turned to the battleship Prinz Regent Leopold (25,000 tons) and the battle-cruiser Von der Tann (20,000 tons).

The scuttled ships were valued at £50,000,000.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	July 28	July 29
Shiuhing	16.8	16.8
Taiyunguen	12.5	10.2
Samshui	9.7	9.7
Shékung	11.2	10.6
The highest levels on record are:		
Shiuhing, 41 feet; Taiyunguen, 29.5 feet; Samshui, 27.3 feet; Shékung 15.5 feet.		
The lowest level on record at Samshui is minus 5 feet and at Shékung minus 2.7 feet.		

OWNER WANTED.

FOR FISHING JUNK AND WINE.

Sub-Inspector Baker, in charge of Aberdeen Police Station, to-day made an application before Mr. R. E. Lindsell for an order for an order for the confiscation of a fishing junk and 330 gallons of dutiable Chinese wine which was found on board the vessel in Aberdeen harbour last week.

A Chinese detective gave evidence that since the seizure no one had come forward during the week to claim either the boat or the wine. From inquiries made by him he was satisfied that the owner of the junk had left Aberdeen.

Mr. Lindsell made the order for the confiscation of boat and wine. Inspector Baker then told the Magistrate that the only person on board the boat at the time it was seized was a small child who had been in the custody of the Police for the past week. He asked the Magistrate if he could hand the child over to relatives if they could satisfy him of their bona fides.

Mr. Lindsell replied that that was a matter with which he was not concerned, and suggested that the child be referred to the Secretary for Chinese Affairs.

SIX STOWAWAYS.

Six Chinese men appeared before Mr. S. T. Whyte-Smith at the Kowloon Magistracy this morning charged with having stowed away from Singapore to Hong Kong on the British India liner Talamba, which arrived here to-day. All pleaded guilty and stated that they had no money.

In reply to the Magistrate, Mr. G. D. Hole, chief officer of the vessel, said that defendants hid down below but gave no trouble.

His Worship imposed a fine of \$50 with the alternative of one month's hard labour on each.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—Seamew—Basin. Serapis—North arm. Sepoy—in dock. Sterling—in dock. Tamar—Basin.

Foreign. Adamastor—Portuguese cruiser; Helena—U.S. gunboat. Tahure—French despatch vessel. Vigilante—French gunboat.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "Benvenue" are reminded to take delivery of their goods which will be subject to rent after August 1. Consignees of cargo ex M.V. "Irishbank" are reminded to take delivery of their goods which will be subject to rent after August 2.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC. 14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Japan	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
Empress of Asia	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Russia	Sept. 17	Sept. 20	Sept. 22	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia	Feb. 25	Feb. 28	Mar. 2	Mar. 5	Mar. 14

(Call at Nagasaki the day after departure from Shanghai).

HONG KONG—MANILA SERVICE.

	Leave Hong Kong	Arrive Manila
Emp. of Asia	Aug. 12	Aug. 14
Emp. of Canada	Aug. 27	Aug. 29

Telephones:

Passenger 20752

Freight 22042

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

AUGUST SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"			
[1,068 tons—Capt. Trott.]			
MON.	4th	WED.	20th
TUES.	10th	THURS.	26th
FRI.	15th		

When they pass the Shiuhing Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine and Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors, but with a little less vegetation."

Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

For information apply to
KWONG WING Co., Ltd.
29, Connaught Road, West,
Phone 20893.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" will sail from Colombo 10th Aug.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage apply to:-

DODWELL & CO., LTD., Agents.

Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF MADRAS" London, Rotterdam, Hamburg & Hull 9th August.
M.V. "CITY OF LILLE" London, Rotterdam, Hamburg & Hull 15th September.

NEW YORK, BOSTON, & BALTIMORE

S.S. "CITY OF DELHI" 7th August.
S.S. "CITY OF SWANSEA" 7th October.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE

M.V. "IRISBANK" 24th August.

MAURITIUS & SOUTH AFRICA

S.S. "TINHON" 4th August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilmas, Joazeiro, Amelias, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz, Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:-

Telephone 27791.

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
KALYAN	9,141	2nd Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
RAJPUTANA	16,568	16th Aug.	Bombay, Marseilles & London.
KIDDERPORE	5,374	10th Aug.	Straits, Colombo, Bombay & Karachi.
KASHMIR	8,955	30th Aug.	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,946	13th Sept.	Bombay, Marseilles & London.
KASHGAR	9,005	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
KHYBER	9,111	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,320	8th Nov.	Bombay, Marseilles & London.
NAGPORA	3,283	15th Nov.	Bombay, Marseilles & London.
KARMA	9,128	29th Nov.	Bombay, Marseilles & London.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles & London.
KALYAN	9,141	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
RANCHI	16,650	1931.	Marseilles & London.
KASHMIR	8,955	3rd Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,322	31st Jan.	Marseilles & London.

* Cargo only. * Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	TALAMBA	TALMA
10,000	8,018	10,000
16th Aug.	23rd Aug.	11th Sept.
Singapore, Penang & Calcutta.	Singapore, Penang & Calcutta.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*NELLORE	TANDA	ST. ALBANS
6,853	6,056	4,500
2nd Aug.	11th Sept.	3rd Oct.
Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.		

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hioh, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-formation offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	TALAMBA	*BORDA	TALMA	*ALPORA	*KARMA	*KASHGAR	*BERRIMA	MALWA	*NAGPORA	*KHYBER	*KARMA	*MACEDONIA	*BANALLA	*RAWALPINDI	KALYAN	RANCHI	KASHMIR
6,985	8,018	10,000	8,018	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
1st Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.	2nd Aug.
Shanghai, Moji, Kobe & Yokohama.	Amoy, Moji, Kobe & Osaka.	Shanghai & Kobe.	Shanghai, Moji, Kobe & Osaka.	Shanghai, Moji, Kobe & Osaka.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 1000 tons.

Telephone Office 54, Connaught Road Central, Hong Kong. Tel. 20455.

Shipyards: Shek O, Kowloon, Hong Kong. Kowloon Tel. 7060.

Repairs and alterations to application.

Hong Kong, April 1930.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

The Steamship, "BENVENUE"

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, 1930, will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before the 15th August, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 25th July, 1930.

BLUE STAR LINE (1920), LTD.

NOTICE TO CONSIGNEES.

Steamer, "ROYAL STAR"

From CONTINENTAL PORTS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 25th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 31st instant will be subject to sale.

All claims against the vessel must be presented to the Underwriter on or before the 10th August or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 25th July, 1930.

MOTOR TAXATION IN COLONY.

(Continued from Page 1.)

Motor Lorries.

Hong Kong—

Solid tyred Lorries under 15 cwt. \$24

over 15 cwt. and under 50 cwt. \$120

over 50 cwt. and under 90 cwt. \$240

Pneumatic tyred Lorries under 50 cwt. \$24

over 50 cwt. \$240

Canton—

Solid tyred Lorries \$240

Pneumatic tyred Lorries \$320

Federated Malay States—

Pneumatic Tyres Solid Tyres

Not exceeding 1 ton. \$60 \$120

Exceeding 1 ton and not exceeding 2 1/2 tons. \$120 \$240

Exceeding 2 1/2 tons and not exceeding 4 1/2 tons. \$240 \$480

Exceeding 4 1/2 tons and not exceeding 6 tons. \$420 \$840

Exceeding 6 tons and not exceeding 10 tons. \$600 \$1,200

Shanghai—

Pneumatic tyred lorries not exceeding 4,000 lb. Tls. 55 per annum.

4,001 to 10,000 lb. rising from Tls. 60 per annum by Tls. 4

1,000 lb. to Tls. 30 per annum

10,001 lb. to 20,000 lb. rising

from Tls. 30 per annum by Tls. 10

Estimated Revenue from 1930

Motor Buses \$78,705

Public Cars 18,491

Private Cars 84,940

Motor Cycles 4,810

Motor Lorries 24,761

\$161,717

Estimated Revenue after revision

Motor Buses \$135,550

Public Cars 7,465

Private Cars 72,792

Motor Cycles 4,810

Motor Lorries 63,720

\$284,377

Present revenue \$161,717

Estimated not increase \$272,827

Estimated Total Revised Fees and Taxes

Motor Buses \$135,550

Public Cars 7,465

Private Cars 72,792

Motor Cycles 4,810

Motor Lorries 63,720

BLUE STAR LINE

Far Eastern Service.

Regular Monthly Fast Freight Service.

Refrigerated and general cargo

Next Sailing

S.S. "DORIC STAR"

on

AUGUST 8th.

for

LONDON, HAVRE, ROTTERDAM,

HAMBURG, & LIVERPOOL.

For Freight and further information apply to—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

HONG KONG AND MACAO LINE

in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C. Tel. 26061.

PASSENGER LIST

DEPARTURES

Per m/s. Chichibu Maru on July 31—

J. Lyman Pury, Mrs. B. E. Tori-

guy, Mr. and Mrs. William Gibb,

Miss Mary McKee, Miss Lucy

Woolery, Miss Edith Race, E. L.

Pfenninger, Mr. and Mrs. Harry T.

Thomson, Mr. and Mrs. E. J. Dick-

son, Elizabeth T. Bailey, H. Plant,

Miss E. Glass, Dr. E. D. Gaylord,

Mrs. E. D. Glass, Miss E. Gaylord,

Miss C. Gaylord, Miss M. E.

Michael, Miss N. Keppel, W. H.

Marshall, Royal Bond, John B.

Jordan, Y. L. Lee, Dr. S. Rasanaya-

gam, Miss Ruth Purnell, Miss B.

Frick, Miss Helen Boughton, Miss

Hazel Sparks, Mrs. K. A. Pendle-

ton, Mrs. H. Mayer, H. Adams, Mrs.

from Tls. 88 per annum by Tls. 8

per 1,000 lb. to Tls. 160 per an-

num.

All vehicles not fitted with pneu-

matic tyres to pay an additional

20 per cent.

Tax on 4-ton Lorry in—

Britain \$104-0-0

Belgium \$10-0-0

Germany \$39-5-0

France \$11-3-0

Ohio \$33-0-0

New York \$3-0-0

The proposed new scales for

pneumatic tyred lorries in Hong

Kong are:—

under 50 cwt. \$60

over 50 cwt. \$120

For solid tyred vehicles 100 per

cent. in excess of the present fee

i.e.:—

under 50 cwt. \$240

over 50 cwt. \$480

Petrol Tax.

The following amounts have

been taken in estimating the

amount of petrol consumed by the

various classes of motor vehicles.

Private Cars average con-

sumption 30 gallons

Motor Cycles average con-

sumption 10 "

Public Cars average con-

sumption 60 "

Lorries average consump-

tion 60 "

Buses average consump-

tion 402 "

Estimated effect of the revision

of public car, bus and lorry fees

and the introduction of a tax of

16 cents per gallon on petrol on

the revenue derived from motor

vehicles—

Estimated Total Revised Fees and Taxes

Motor Buses \$135,550

Public Cars 7,465

Private Cars 72,792

Motor Cycles 4,810

Motor Lorries 63,720

\$284,377

Present revenue \$161,717

Estimated not increase \$272,827

Estimated Total Revised Fees and Taxes

Motor Buses \$135,550

Public Cars 7,465

Private Cars 72,792

Motor Cycles 4,810

WATSON'S PRICKLY HEAT LOTION

An infallible remedy affords immediate relief and effects a speedy cure.
Prices: 75 cts. & \$1.25 per Bottle.

You will enjoy a Most Refreshing and Luxurious bath by using

**WATSON'S
Household AMMONIA.**

"DULCIPEL"

Keeps the skin fresh, cool and fragrant

Counteracts the effects of perspiration

Exercises a tonic effect on the skin

Prevents and cures "Hong Kong Foot."

A. S. WATSON & CO., LTD.
The Hong Kong Dispensary, Phone 20016,
and Kowloon Dispensary, Phone 57019.

WHITEAWAYS SALE SPECIAL BARGAINS IN SPORTS HOSE.

MEN'S
Fancy Top
SPORTING HOSE



Plain ribbed legs
with fancy Turn-
over top. Wonderful
Value at

\$1.50 Pair

All wool ribbed
hose. Plain shades
of greys, fawns,
lavatts, etc., with
fancy tops.

SPECIAL

PRICE

\$2.95 Pair.

WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail.

Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$35, payable
in advance. Local delivery free.

Overland China Mail.

The weekly edition of the "China
Mail." Annual subscription, H.K.
\$13 including postage \$16, pay-
able in advance.

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terprise, Ltd., to whom all remi-
tances should be made payable.

London Offices:—S. H. Bywaters
& Co., Ltd., 36-38, Southampton
Street, Strand, W.C.2.

Hong Kong, Thursday, July 31, 1930.

RIKISHA FARES.

At the meeting of the Legis-
lative Council this afternoon the
Hon. Dr. R. H. Kotewall, C.M.G.,
LL.D., will ask the following
question:—

In view of the prevailing
high cost of living, will the
Government review the scale
of fares prescribed in clause 84
of the Regulations made by the
Governor in Council under the
Vehicles and Traffic Regula-
tion Ordinance 1912, in respect
of public chairs and jinrikishas
with the view of making a rea-
sonable increase in such scale? Now this is a question, like
most questions, with two sides
to it. To begin with, is it likely
to benefit one section of the com-
munity and prove of considerable
embarrassment to another? Will
it, in the long run of practice,
prove detrimental where it was
undoubtedly meant to prove bene-
ficial?

The high cost of living, it must
be granted, has affected each and
every one of us, without distinc-
tion, and perhaps the rikisha
puller no less than the man with
a salary of \$800 a month. But it
must be remembered that the
conditions under which a coolie
and a clerk live are zones apart.
The principal food of the former
consists of rice, and the price of
rice has not appreciated to any-
thing like the extent that more
substantial foods have done.
There is, of course, the perfectly
legitimate argument that the
work of rikisha pullers and sedan
chair men is not the work for
which men of any race or class
are best fitted, but that is a moral

question and not in any apparent
way connected with Dr. Kote-
wall's suggestion. Undoubtedly
it is not a point of view, also, with
which the rikisha puller himself
would agree. His may be a low
form of living, but it is at least
a living.

Again, it must not be lost sight
of that the majority of us would
not use the rikisha or the sedan
chair as a means of transport if
we were able to travel by any
other means as convenient for
getting from place to place in the
Colony. Unfortunately, our
salaries, the position of the dollar,
and the high cost of living, do not
permit us to use hired cars other
than for exceptional occasions, or
to purchase cars of our own, com-
plete with chauffeur. The fact
that His Excellency, following the
usage of a long line of Governors,
uses a sedan chair to get to Moun-
tain Lodge, should be sufficient
for those of us who make no claim
to be either moralists or reform-
ers. We accept the system, be it
pernicious or not, because it is
convenient and we can devise or
afford no other.

It does seem hard, however,
that the non-Government em-
ployee, whose salary has not
been adjusted to the fluctuations
of the dollar, should be compelled
to pay double or more for his
rikisha or sedan chair. If this
suggestion (otherwise commend-
able and humane) should be
passed without considerate re-
servations, it will in all likelihood
have three undesirable results:—
(a) that more people will walk;
(b) that the chair coolies will
suffer from lack of patron-
age;
(c) that few, if any cumshaws,
will be forthcoming.

The system of "cumshaws," so
peculiar to the East, in this par-
ticular instance has its advantages.
The majority of Europeans are
usually inclined to give over and
above the legal fare, particularly
at night or when the weather
conditions are excessively in-
clement. But should a higher
rate of fares be imposed, there is
far less chance of gratuities being
paid.

In considering Dr. Kotewall's
question, the Government should
bear in mind whether, in the end,
its superficial benefits are going
to be of any real advantage to
those for whom it was kindly and
sympathetically designed.

News in Brief

Mild excitement was caused in
Queen's Road Central this morning
when a Chinese followed a European
lady into a shop, seized her hand
bag, and bolted. Fortunately there
was little of value in the bag.

One case of typhoid fever and
one case of puerperal fever were
notified yesterday.

A sessional paper has been
published by the Government on the
water shortage emergency, June—
August, 1929.

The quarantine restrictions im-
posed against arrivals from Saigon
on account of cholera have been re-
moved.

Silk forwarded from here by the
Empress of Canada on July 10 ar-
rived in New York (St. John's
Park) yesterday, having been 20
days in transit.

On conviction on a charge of the
larceny of two pieces of wood from
a yard at Shamshui, a Chinese,
stated to be unemployed, was at the
Kowloon Magistracy this morning
sentenced to six months' hard
labour. He had two previous jail
terms.

The programme of music broad-
cast from the Majestic Theatre from
9.20 to 11 p.m. yesterday was gen-
erally enjoyed by owners of radio sets.
The music director, Mr. H. E.
Nicholson, is to be complimented
on the fine entertainment provid-
ed by his orchestra.

Twelve strokes of the cane was
the punishment ordered by Mr.
Whyte-Smith at the Kowloon Magis-
tracy, this morning, on a Chinese
boy who pleaded guilty to a charge
of stealing 23 cents and 4 cash
from a Chinese woman in Laichikok
Road.

Letters of administration of the
estate of Mr. Francisco Maria
Roza Pereira, who died intestate
at No. 1, Cambay Building, Kow-
loon, on May 13, this year, have
been granted to the widow,
Angelina Carvalho Roza Pereira,
of the same address. Local estate
amounts to \$3,400.

Stated to have been due to a dis-
pute between two men over the
trifling sum of \$2, a Chinese clan
fight which took place at Nam Pak
Hong on July 12, had its sequel be-
fore Mr. H. R. Butters yesterday
afternoon, when eight men were
charged with disorderly conduct.
Messrs. Leo d'Almada, sen., and
F. C. E. Rendall entered pleas of
"guilty." One of the accused was
fined \$10, and was bound over with
the others, in the sum of \$50 each,
to keep the peace for six months.

Hong Kong estate worth \$2,000
and estate in Great Britain valued
at \$32,415 14s. was left by Mr.
Ferdinando Wallis Bennet, late of
"Fairlea," Northam, Devon, who
died on October 17, last year.
Re-sealing of certified copy of pro-
bate has been granted to Mr. John
Sidney Drummond, of the Chartered
Bank of India, Australia and
China in Hong Kong who is
attorney for the Public Trustee,
the sole executor appointed in the
will. The will contains many
family bequests.

Mr. Tom Haviside, ship broker,
who died at No. 27, Routh Road,
Wandsworth Common, Surrey, on
March 14, 1930, left local estate to
the value of \$11,200 while net
personally elsewhere, amounts to
\$5,556 8s. 5d. Testator appointed
his cousin, Cecil Brodick as the
sole executor. Re-sealing of cer-
tified copy of probate has been
granted to Mr. M. H. Turner, of
Deacons. Testator left, among other
things, \$100 to his housekeeper for
her dutiful and affectionate ser-
vice to his late wife and to himself
during 25 years.

CABLE SERVICES.

REPORT FOR FIRST HALF OF 1930.

Following are estimated traffic
receipts of Imperial and Inter-
national Communications, Limited,
for the first half of 1930:—
January £ 619,485
February 480,082
March 492,316
April 455,120
May 468,279
June 418,471

Total £2,807,723

For the first six months of 1929
the receipts were:—

January £566,062
February 501,319
March 539,787
April 515,816
May 501,670
June 484,525

Total £2,108,149

The above figures include re-
ceipts by the West Indian Com-
panies. Similar estimates will be
available monthly in future.

CHUNGSHAN PORT.

OPENING AGAIN POSTPONED.

Canton, Yesterday.
Owing to the destruction by
the last typhoon of the large mat-
shed, where the ceremony was to
be held, the date of the formal

FLIGHT OF R.100.

AIRSHIP SAID TO BE DOING SPLENDIDLY.

ALL ABOARD WELL.

London, Yesterday.
It is estimated at four o'clock
this afternoon (Greenwich Mean-
time) that the airship R.100 was
approximately 500 miles from
Belle Isle, Nova Scotia. It is an-
ticipated that she will cross the
Canadian coast at 8 a.m. on July
31. She should thereafter arrive
at St. Hubert at midnight.

A message sent out from the
airship to-day mentions sighting
the first steamer since leaving
Ireland. All aboard are well and
the ship is behaving splendidly.—
Reuter.

"Everything O.K."

Rugby, Yesterday.
The Airship R.100 continues to
make good progress in her flight
to Canada. A message timed at
noon (Greenwich Meantime) gave
her position as 54.40 North 39.20
West, roughly half way across
the Atlantic.

An earlier message at about
seven in the morning stated that
the vessel was having a good trip
so far. "Very clear." At noon,
when the ship's speed was 70
knots, she reported that she had
been two hours in a cloud after
passing through a drizzle. "Every-
thing O.K."

The Air Ministry this evening
stated that the airship appears
to have passed to the north of a
deepening depression in mid-
Atlantic, where she would en-
counter favourable winds. She
was then entering the region of
influence of a second depression,
showing no grave vigour, which
lies over Baffin Island. Reports
from Montreal state that landing
conditions are unlikely to be dif-
ficult. The R.100 exchanged
signals with Trans-Atlantic liners
this morning.—British Wireless
Service.

In Sight of Land.

Montreal, Yesterday.
The latest report from the
R.100 indicates that the airship
was in sight of land at three in
the morning (local time).—Reu-
ter.

PREMIER'S SALARY.

TO BE RAISED FROM \$5,000
TO \$7,000.

NO OTHERS RECOMMENDED.

London, Yesterday.
Practically the only recommen-
dation made by the select com-
mittee on Ministers' remuneration
is that the Prime Minister's salary
should be increased without de-
lay from \$5,000 to \$7,000 annu-
ally. The committee states that the
time is inopportune for a general
revision.—Reuter.

MR. D. D. OZORIO.

LAI'D TO REST AT HAPPY VALLEY.

The funeral of Mr. D. D. Ozorio,
whose sudden death was reported
yesterday, took place at the Roman
Catholic cemetery, Happy Valley,
last evening, in the presence of a
fairly large gathering of relatives
and friends. The burial service
was conducted by the Rev. Father
L. Rossi.

The chief mourners were the de-
ceased's father and elder nephew,
and amongst the others at the
grave were Messrs. J. Fonseca,
A. J. Osmund, L. A. Osmund, Carlos
Osmund, A. F. B. Silva-Netto, A.
Landabert, J. Orniston, D. P. J.
Lopes, P. Xavier, H. Rozario, L. E.
Remedios, J. Baptista, E. M.
Rozario, G. Pereira, and P. A.
Rozario.

The many beautiful floral tri-
butes included those from the sor-
rowing father and sister, sister-in-
law, nephews and nieces, "Kevin,"
Mr. and Mrs. J. Fonseca and Miss
E. Fonseca, Mr. and Mrs. L. A.
Osmund, Mr. and Mrs. P. T. F.
Julian, Mrs. M. F. Julian, Mr. and
Mrs. D. P. J. Lopes, Mr.
L. E. Remedios, Mr. and Mrs. A. F.
B. Silva-Netto, Mr. and Mrs. G.
Pereira, Mr. and Mrs. P. A. Rozario,
Messrs. B. L. Lewis, E. Vickers, W.
Teneley, A. Landabert, H. W. Alder,
J. Orniston, C. Osmund, P. Xavier,
H. Rozario, J. Baptista, and E. M.
Rozario; Messrs. Reles, Massey and
Co.; Engineering, Chinese and Por-
tuguese Staffs (Reles, Massey
and Co.); Messrs. Ken Cheung and
Co.

The opening of the Chungshan Port is
again postponed to a date to be
announced later.—Canton News
Agency.

'3 TAMS EXTRADITION CASE.'

Witnesses Tortured Upcountry.

THE USE OF BOMBS.

The now famous case, known
as the "Three Tams Extradition
Case," ran into its sixteenth hear-
ing before Mr. R. E. Lindsell to-
day, and is not yet finished.

The three men, it will be re-
membered, are wanted by the
Canton authorities for the alleged
murder of a fellow villager in
Taifu village, Namtao district.

Mr. Hin-shing Lo, who appear-
ed for the defence, argued at the
last hearing on the completion of
the evidence against his clients,
that they were entitled to a dis-
charge because the defence had
been obstructed by the authorities
at Fatsan who imprisoned and
even tortured certain men who
were sent upcountry to secure
photographic evidence for the de-
fence.

His Worship remanded the
alleged fugitives to consider that
point.

Insufficient Ground.

This morning his Worship com-
mented on the absence of other
convincing evidence to throw
doubt on the story of the prose-
cution, and held that therefore
the interference with the men
sent upcountry by the defence to
get photographs did not constitute
sufficient ground to justify him
ordering the discharge of the al-
leged fugitives as asked for by
Counsel.

Mr. Lo commented that in that
case it would be sufficient for the
Canton Government to send down
a requisition and witnesses to
establish a prima facie case, at
the same time withholding all
evidence in favour of the defence.
In effect, they say: "You can't
cross-examine our witnesses, and
if anyone is sent up to get evi-
dence he will not be returned to
you."

Mr. Lindsell said that that was
beside the point. He did not say
that the interference with the
men sent upcountry by the de-
fence was justifiable. The only
point he was concerned with in
coming to his decision was the
absence of evidence brought by
the defence to throw doubt on
the story of the prosecution.

Mr. Lo said that he was glad to
hear that, and elected to call
evidence to throw doubt on the
prosecution's story.

Unlucky Witnesses.

Mr. Fitzroy, for the Crown,
then told the Magistrate that he
has received information that two
of the prosecution's witnesses,
Tam Tong and Tam Wo, went
back to Taifu from Fatsan on the
28th, and that night, whilst they
were both sitting outside Tam
Wo's house, a bomb was thrown
at them, and both were seriously
injured.

Soldiers were sent for, and a
bomb was thrown at them also.
The throwers of the bombs escap-
ed.

The case proceeded this after-
noon.

Ten Years Ago.

[From the "China Mail,"
July 31, 1920.]

To-day's dollar is worth 4/-34.

The hoisting of the black signal
yesterday, signifying that a gale
might be expected from the East
combined with the increasing
velocity of the wind, caused Kow-
loon folk to scurry homewards.
The Red Flag indicating that the
ferries might stop running at any
minute confirmed the impression
that the Colony was "in for a
howl."

By five o'clock the harbour was
cleared. The signal is still up,
but general opinion seems to be
that the typhoon has again "neglect-
ed" us.

Ten Years Hence.

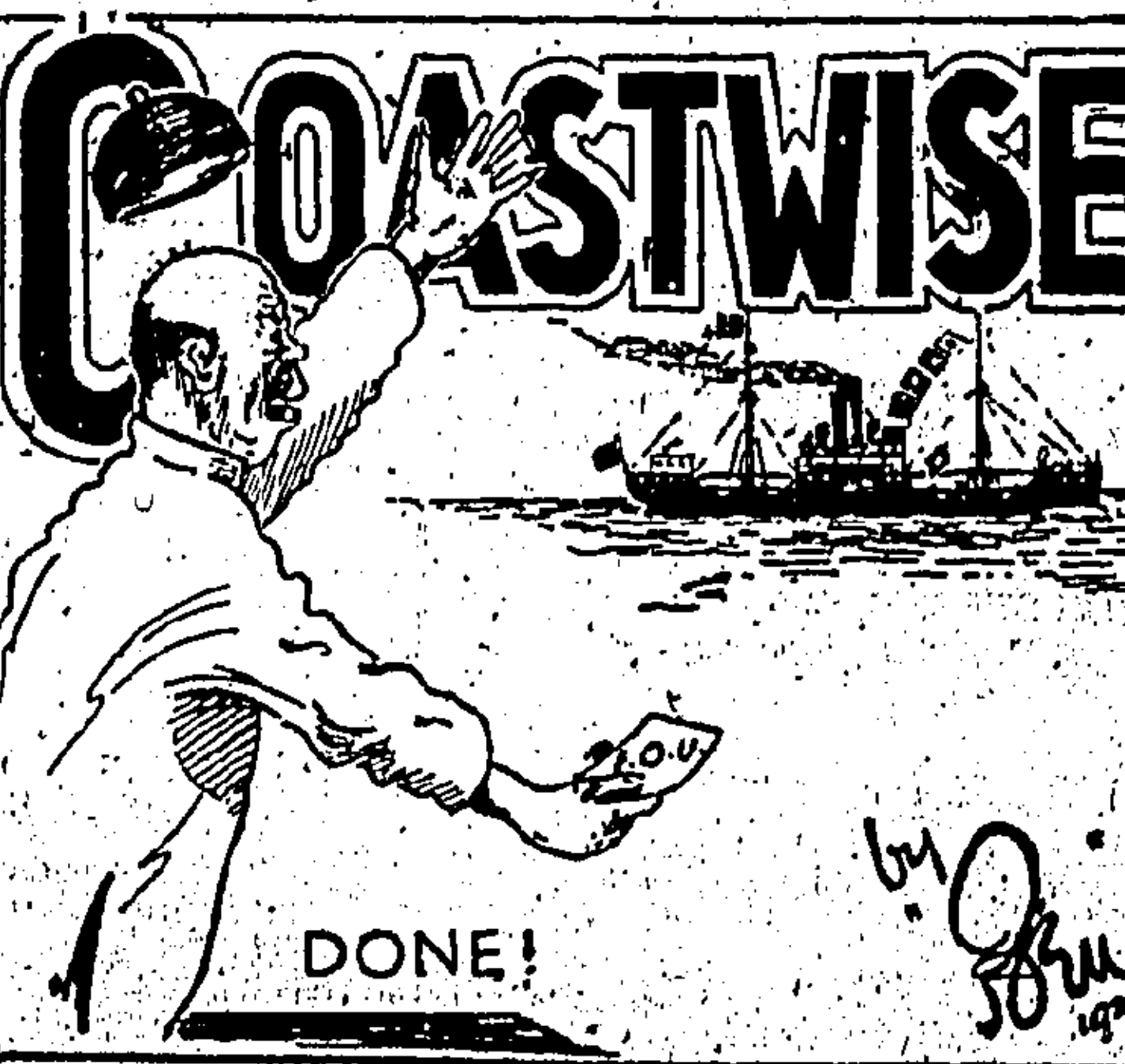
[From the "China Mail," of
July 31, 1910.]

In order to counteract the de-
crease in revenue from the reduc-
tion of postage rates the Postmas-
ter-General is inviting tenders for
advertising on the back of stamps.

The Sanitary Board has launched
a campaign against dirty and
often filthy stairs, back stairs,
back quarters, and lavatories in
offices in the centre of the city.



**DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE**



An interesting book of Cartoons
depicting "Happenings" on the
China Coast cleverly drawn by

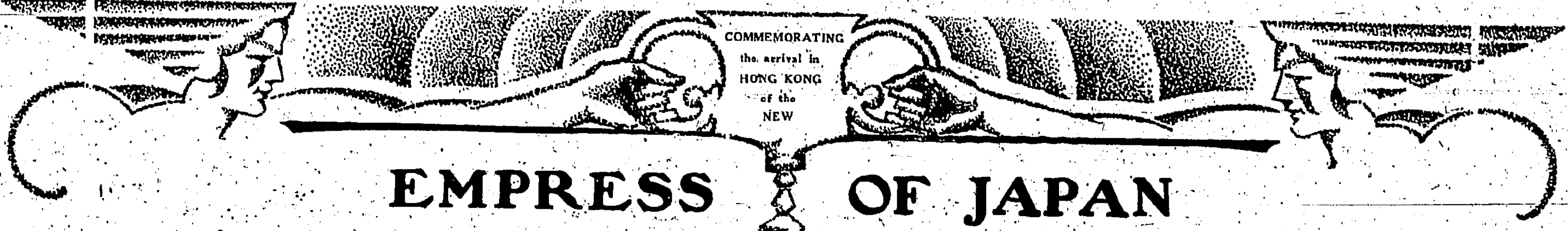
"ALGIE" BENNETT.

PRICE \$1.00

NOW ON SALE AT
BREWER & CO., WHITEAWAY, LAIDLAW & CO., LTD.
& EXCISE BOOK STORE
and at the Publishers

THE NEWSPAPER ENTERPRISE LTD.

"CHINA MAIL" BUILDING WYNDHAM STREET



"THE WHITE EMPRESSES OF THE PACIFIC."



Captain S. Robinson, C.B.E.,
R.D., R.N.R.,
Empress of Japan.

HONOLULU.

Inauguration of a new Service to Hawaii.

With the arrival of the new Canadian Pacific liner Empress of Japan at Honolulu this summer, the new service to this port recently inaugurated by the Canadian Pacific, and maintained by the Empress of Russia, Asia and Canada will be continued by the two latest white Empresses of the Pacific fleet—the "Empress of Canada," and the "Empress of Japan," and regular monthly calls at Honolulu will be made. Arrivals and departures will be made on Wednesdays. Since the vessels will be heavily loaded with costly silk being rushed to the Atlantic seaboard markets, the Empresses will

THE NEW EMPRESS.

A LUXURIOUS LINER.

THE Empress of Japan, designed as the premier ship of the Orient service of the Canadian Pacific exemplifies the care with which the Canadian transportation company plans for the comfort of travellers.

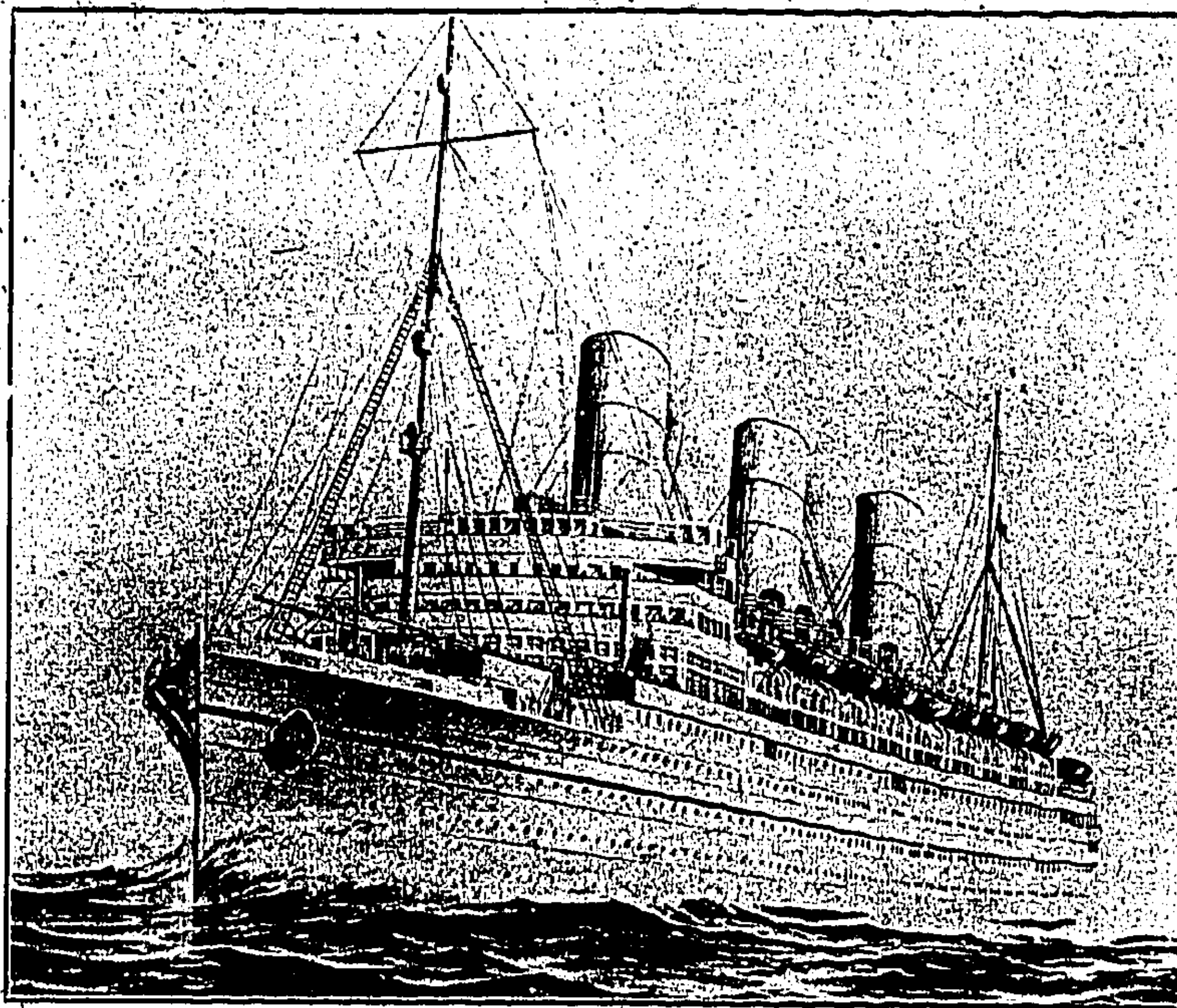
Her engines, oil-burning geared turbines, drive twin propeller shafts capable of developing an average sea-speed of 21 knots. Six hundred and seventy feet from stem to stern, the Empress of Japan has a breadth of 83 feet and is 56 feet deep from "B" Deck. Six decks, lettered "A" to "F" and a superstructure containing the promenade and Boat Deck are devoted to passenger requirements. Both the boat and promenade decks exceed 300 feet in length.

Luxury, an overworked word in connection with steamships that is really justified on this occasion, is the keynote of the interior accommodation of the Empress of Japan. First class rooms, practically all outside cabins, are fitted with bedsteads in every instance. They are lavishly lighted and the ball-louvre system of controllable ventilation first instituted in the Canadian Pacific "Duchess" liners on the Atlantic, is supplemented by electric fans. Steam is used for heating and this system is also amplified by electric heaters in each room. Pedestal basins with running hot and cold water, pier glass mirrors in the wardrobes, triple-mirrored dressing tables, and hotel type bathrooms are features of the sleeping cabins.

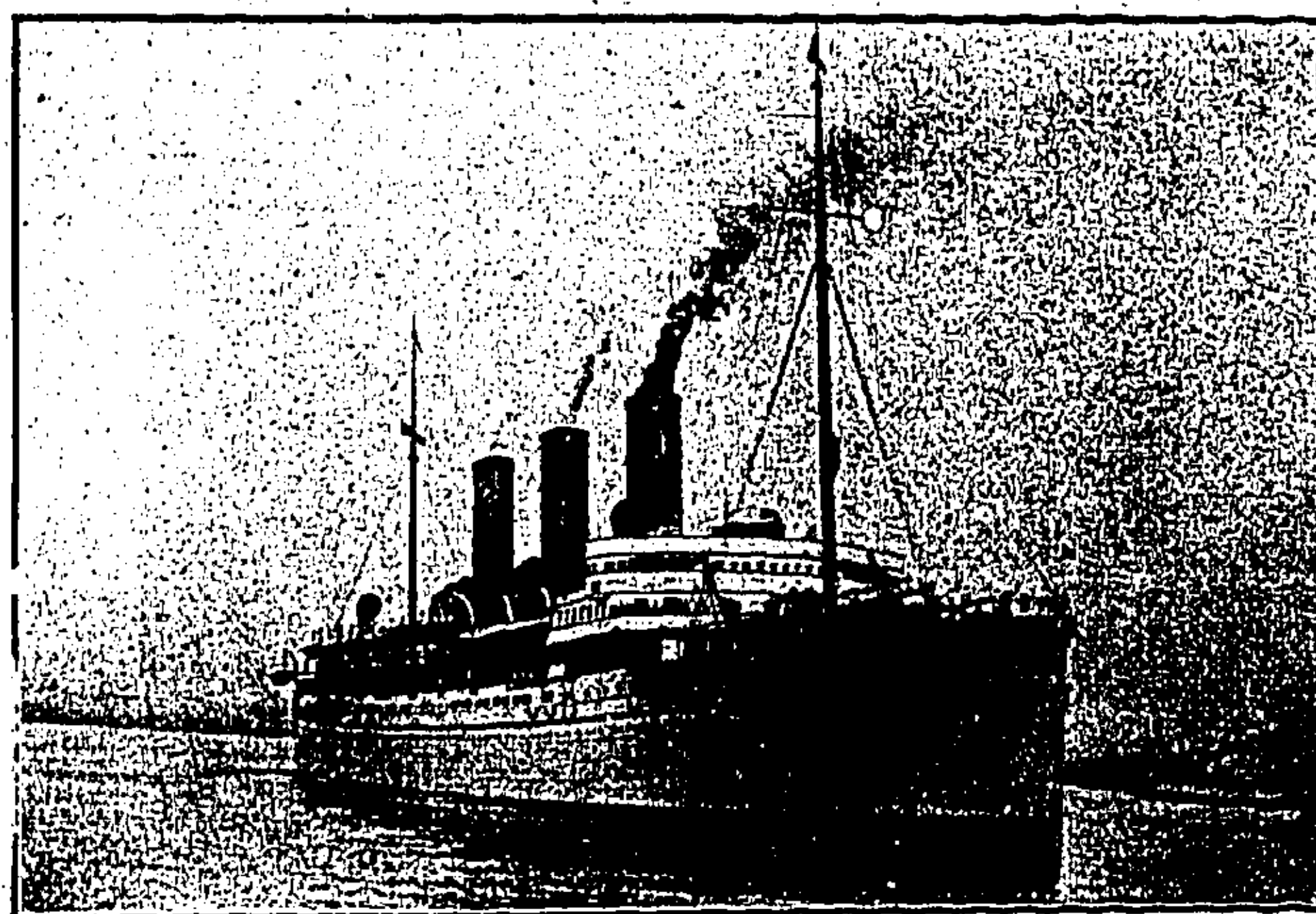
The Furnishings.

Suites and special staterooms are connected with every department by a comprehensive telephone system. Suites are decorated with olive wood panelling, the furniture is covered with purple damask and the twin beds are recessed. Each suite possesses a sitting room done with landscapes in a grey tone and a tiled verandah with wide windows surmounting flower boxes. Special staterooms are decorated in walnut with satinwood enrichments and Quebec birch and black beech.

Grey-green-blue Cipollino marble



EMPRESS OF JAPAN.



EMPRESS OF ASIA.

"KEEPING FIT"

ON BOARD THE EMPRESS.

A GYMNASIUM on board an ocean liner is no longer a novelty. The floating palaces of to-day which cross the mighty oceans between Canada and the Orient and Canada and Europe have gone one better than the best hotels.

Though the White Empresses are the fastest ships on the Pacific Ocean, a voyage from Yokohama to Vancouver is usually nine days, and during those nine days, dainty and delicious foods delight the palate, easy and comfortable lounges, restful drawing-rooms, smoking rooms, and card-rooms all combine to tempt the idle hours with their attractions. However, the well-equipped gymnasium on these Canadian Pacific liners offer to the passenger the best opportunities for keeping in the pink of physical condition.

The Gymnasium.

On the Pacific the "Empress of Canada," and "Empress of Japan" have gymnasiums. Spacious rooms, with excellent ventilation, and fitted with the latest equipment for almost every phase of athletic exercise. In addition, the "Empress of Canada" and the new "Empress of Japan" have swimming pools, which are in the first rank of those to be found on board sea-going ships.

The apparatus with which the gymnasiums of the ships of the Canadian Pacific line are fitted is varied and diverting. The "horse" and the "camel" are perhaps the most popular among the machines. When travelling on the "Empress of Australia" and the "Empress of Scotland" to and from Canada on his last visit, the Prince of Wales rode many imaginary miles on the comfortable back of the "horse" and also on the "camel's" hump. "Ships of the Sahara."

The "camel" machine is as popular as the "horse". The "camel" functions in a similar manner to the horse, but performs



Captain A. J. Hailey, R.N.R.,
Empress of Canada.

E. W. BEATTY.

Chairman & President, Canadian Pacific Railway Company.

Edward Wentworth Beatty, Chairman and President of the Canadian Pacific Railway, Chairman of the Canadian Pacific Steamships, Limited, was born at Thorold, Ontario, October 16, 1877.

The railroad he directs includes the following properties:—15,740 miles of railway owned and operated in Canada, and 5,065 miles of railway operated in the United States.

A great chain of hotels across Canada in all the major cities of the Dominion including the Royal York at Toronto.

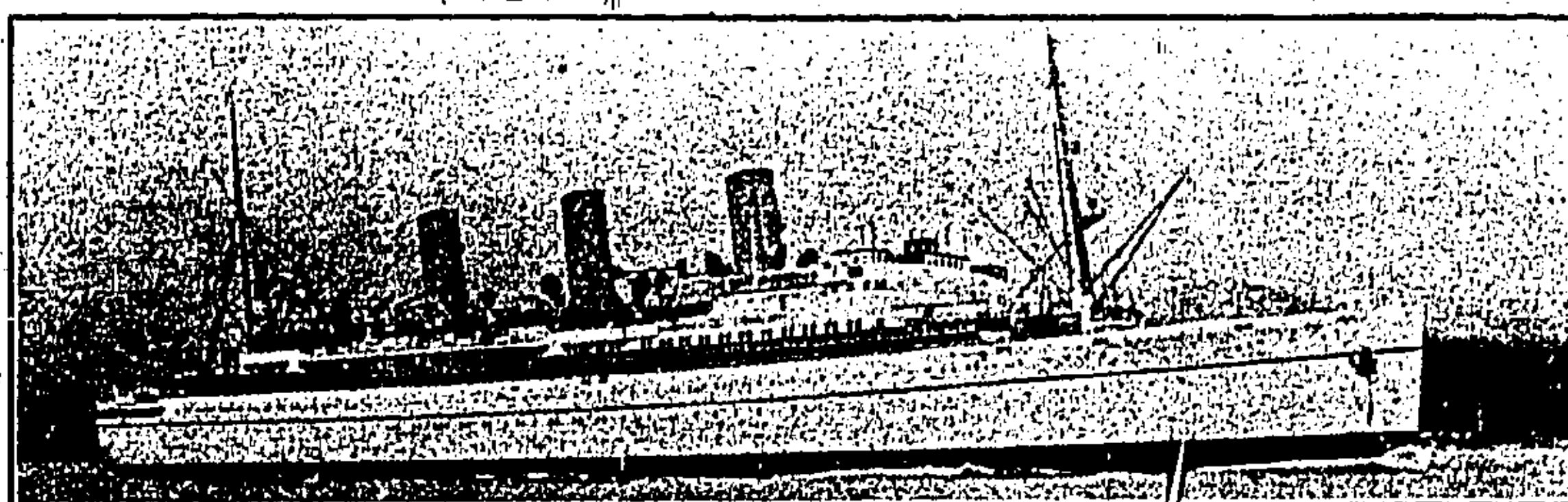
Over half a million tons of shipping on the Atlantic and Pacific



Captain A. J. Hailey, R.N.R.,
Empress of Russia.



Captain L. D. Douglas, R.N.R.,
Empress of Asia.



EMPRESS OF CANADA.

not call at Honolulu on their return journey. Each of the vessels will make the circuit route in the Pacific, steaming from Vancouver direct to Honolulu, thence to Oriental ports, and back to Vancouver by the northern route. Each with a passenger capacity of approximately 600, making an average of 21 knots, it is estimated that they will make the run from Vancouver to Honolulu in 8½ days.

This service, linking Hawaii directly with the Dominion of Canada and the Orient, should prove to be a great boon to those who have been visiting at home, whether it is in North America or Europe, for it is now possible to visit this famous tourist centre on the return voyage to the East.



Mr. G. W. Beatty,
Vice-President, Canadian Pacific.

with gilded bronze mountings has been employed in the Dining Room, which seats 294 people. The centre of the room is a high well on each side of which is a running gallery with a Musician's Gallery at the after end. The furniture is of dark, carved mahogany. Entrance to the Dining Saloon is obtained through a Louis XIV Foyer, in which the marble treatment of the Saloon is repeated in massive columns. Illuminated alabaster ornaments mark the termination of the two carved balustrades of the grand staircase that ends in the Foyer.

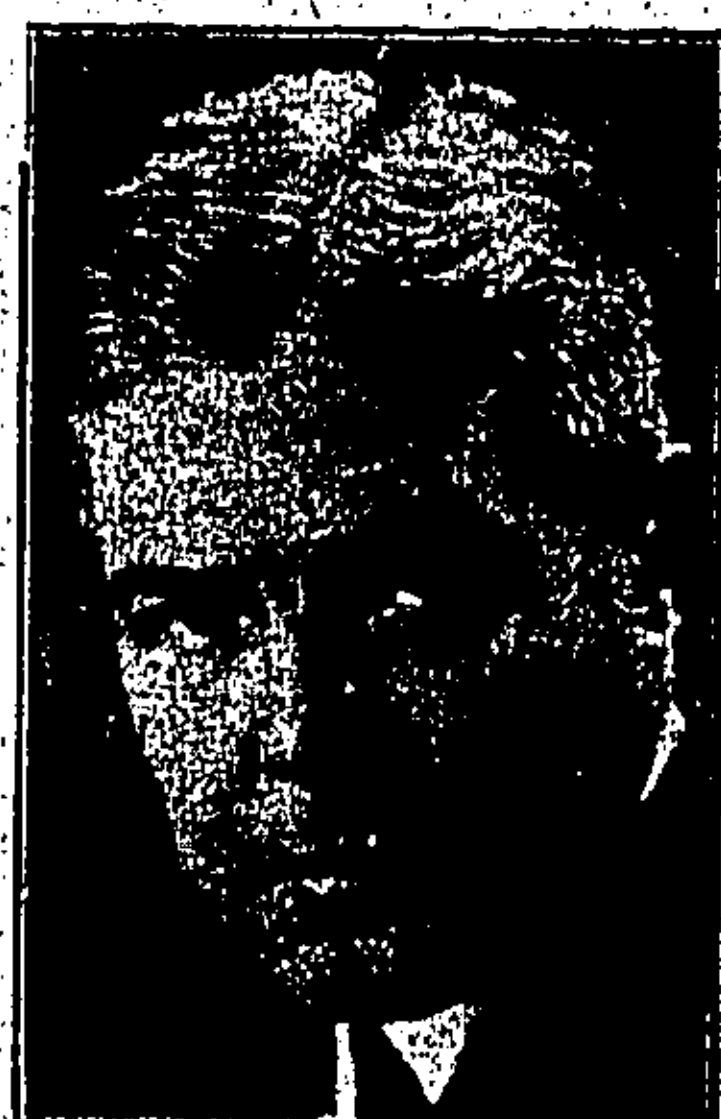
Large windows are a feature of the public rooms, which consist of a Ball Room and Palm Court, forward, Card, Writing, Lounging, Smoking Room, Cocktail Bar, gymnasium and, of course, a well appointed Children's Room.

New Features.

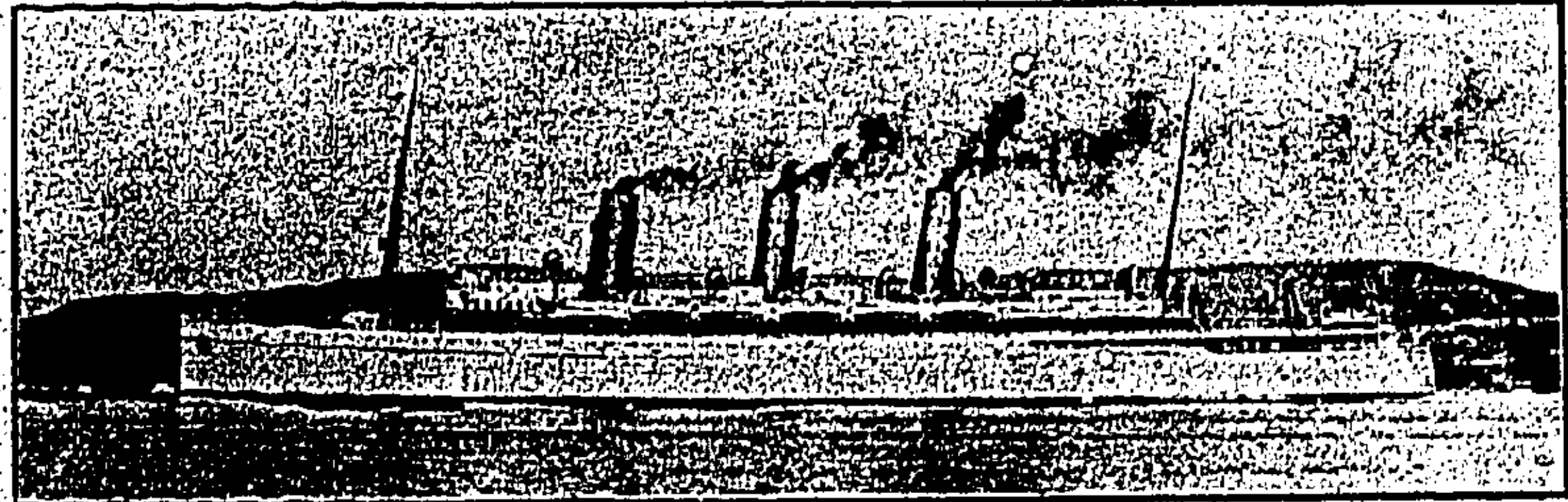
Elevators are installed at convenient points to connect all decks and direct connection between the Gymnasium and the green and black marble swimming tank five decks below on "D" deck is maintained by a fast private elevator. Other features are bar, hairdressing shops, manicuring and chiropody saloon, stenographer's offices, a photographic darkroom. On the operating side of the ship such up-to-date appliances as Wellin-Maclean davits, electric sounding machines, submarine signal apparatus, electric clear-view screens and all the usual devices such as wireless direction finders etc.

1080 PASSENGERS.

The Empress of Japan has a passenger capacity of 1,080 passengers divided between First, Second, Third, and steerage. Her first voyage was from Southampton to Quebec, June 14, thence to Hong Kong to commence her regular service from that port on August 7.



Mr. E. W. Beatty,
President, Canadian Pacific Railway
and Chairman Canadian Pacific
Steamships Ltd.



EMPRESS OF RUSSIA.

THE PUBLIC ROOMS.

The other public rooms are costly echoes of the Ball Room, from the snug smoking room with its large open fire place of carved Roman stone, crowned with a cut-glass overmantel to the palatial dining saloon of Cipollino marble in a grey, green and blue creation relieved with gilded bronze mountings and capable of seating 294 persons at one time.



Corner of the Ballroom of the Empress of Japan.

the rolling motion peculiar to the "ships of the Sahara."

There are bicycle machines in the gymnasium of the Empresses. These are fitted with dials which record distances travelled by 600 metres.

Rowing machines, pulley machines, which test the strength and develop the muscle, are amongst the apparatus with which the gymnasium of the Empress of Japan is equipped.

The gymnasium itself is a spacious room, well ventilated, and fitted with electric fans which help to keep the air always fresh. During certain hours it is reserved for the exclusive use of the lady passengers.

The Swimming Pool.

The swimming pool has developed into an important item in the recreational and social activities on board the modern ocean liner. This particular phase of ocean travel has been given more than ordinary consideration on the Empress of Japan. The swimming tank on this modern vessel is located in "D" deck, near the centre of least motion of the ship. The pool will be a perfectly balanced black and green creation in Italian marble, fitted out on generous lines with a refreshment pavilion, a spectator's gallery, dressing boxes, and the latest thing in electric baths. But the most unusual feature of all is the underwater lighting effect which gives a bath the delightful appearance of floating on a rainbow and also doing away with deep and obscure waters as disliked by the timid bather.

oceans, the Great Lakes and Coastal services.

165,000 miles of telegraph wires. 100,000 employees scattered all over the world.

A \$23,000,000 irrigation scheme in Western Canada.

Millions of acres of farm lands.

An Express Company, that serves the entire railway system and the world.

In an interview given some years ago, Mr. Beatty gave his recipe for success. "I never saw a man or a boy who got anywhere if he did not work. A man from his shoulders down is worth \$250 a day, but from his shoulders up there is no limit to his earning capacity."



Mr. W. W. Beatty,
Steamship Passenger, Japan.



CANADIAN SCENIC GRANDEUR connected by the CANADIAN PACIFIC RAILWAY



CANADIAN PACIFIC RAILWAY.

TOTAL MILEAGE 21,000.

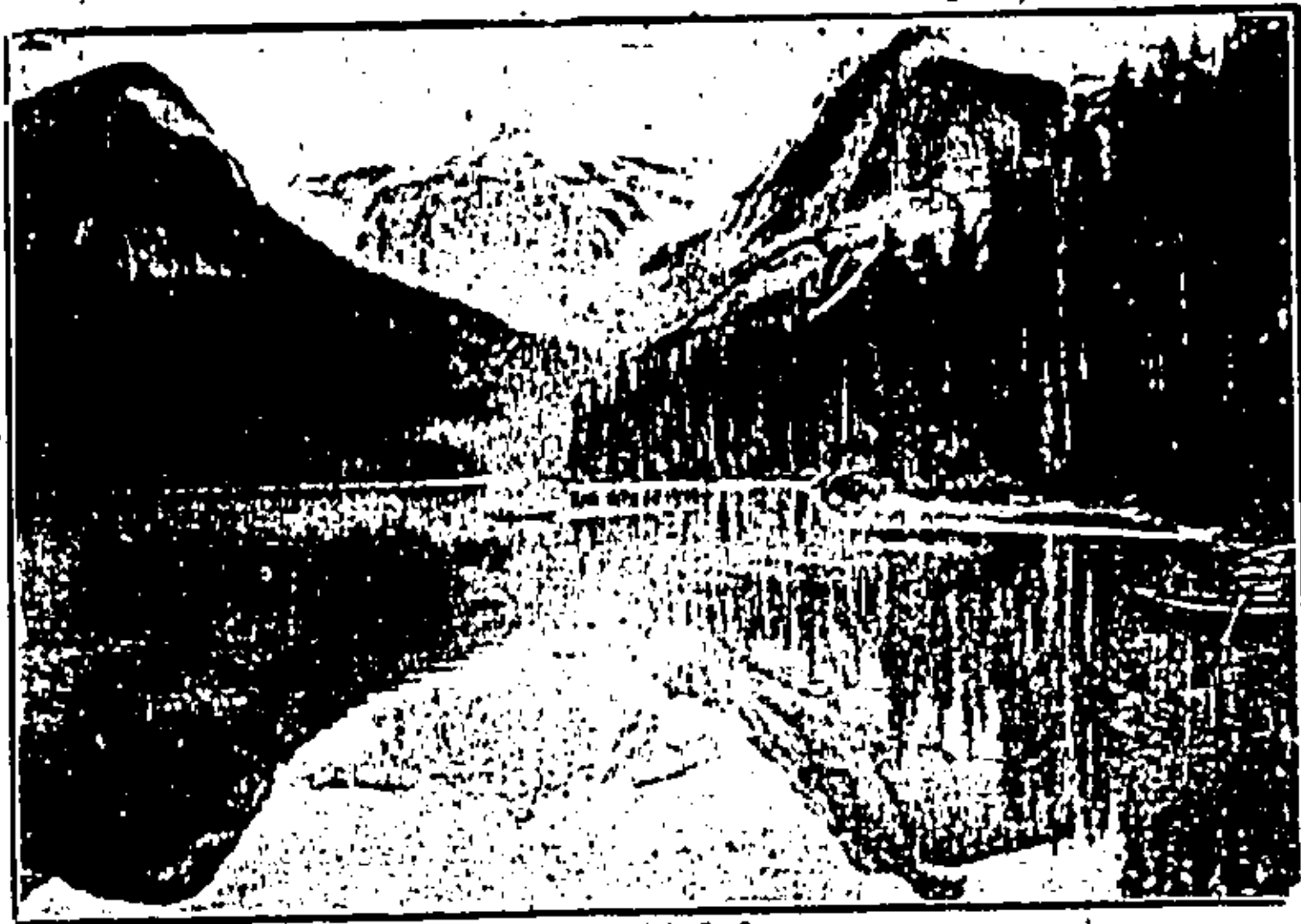
IT IS NOT to every company in the world that it is given to conduct, railroad, steamship, hotel, mining, farming, realty, and other business, and the inclusion of all these in the programme of its far-flung interests, sets the Canadian Pacific Railway in a special class when the word "railways" comes up for classification.

Primarily a railroad company, its activities to-day cover thousands of miles of territory in Canada and in foreign lands and on the high seas. Yet these widely divergent fields of endeavour all find their fountain-head in Montreal, where the company has its head-offices, and are, essentially, children of the same parent. Be the individual a steward on a trans-Pacific liner; a clerk in the Toronto freight office; a brakeman on the crack "Trans Canada" express or a departmental head with the services of hundreds of employees at his beck, the inevitable

Viger at Montreal, the Royal York at Toronto (largest hotel in the British Empire) the Saskatchewan at Regina, Palliser at Calgary, Banff Springs Hotel and Chateau Lake Louise in the Rockies, Vancouver Hotel at Vancouver, and the Empress at Victoria, are among the most important.

Expenditure. It is the largest privately owned concern in the British Empire and one of the largest in the world. An idea of its expenditures is afforded by the facts of its outlay in 1929. In order to improve service and supply its patrons with the latest improvements in rolling stock, the company built and purchased in that year 116 passenger cars, 9,400 freight cars and 80 locomotives involving a total expenditure of \$4,238,000, in addition to which appropriations exceeding \$200,000 were necessary for such interior furnishings as upholstery, chairs, curtains, etc. Furthermore, over \$4,700,000 was allotted to the adding of modern improvements to existing cars and locomotives.

The Great Connaught Tunnel. In the ten years referred to the Canadian Pacific Railway has rock-balled more than 2,000 miles of railway, it has increased the weight of rail and has block-signalled over 1,300 miles; also it has increased its rail mileage by almost 2,500 miles which a few years ago would have been considered a great system.



Emerald Lake.

C.P.R. standard governs his every movement whether of brain or brawn, to the best service of the travelling world.

Hotels and Mining.

The chain of hotels dotted along the 16,055 miles of the Canadian Pacific's tracks in Canada ranks among the finest in the world and are found in settings as beautiful and as widely diversified as Switzerland's lake-studded mountains and the Russian steppes.

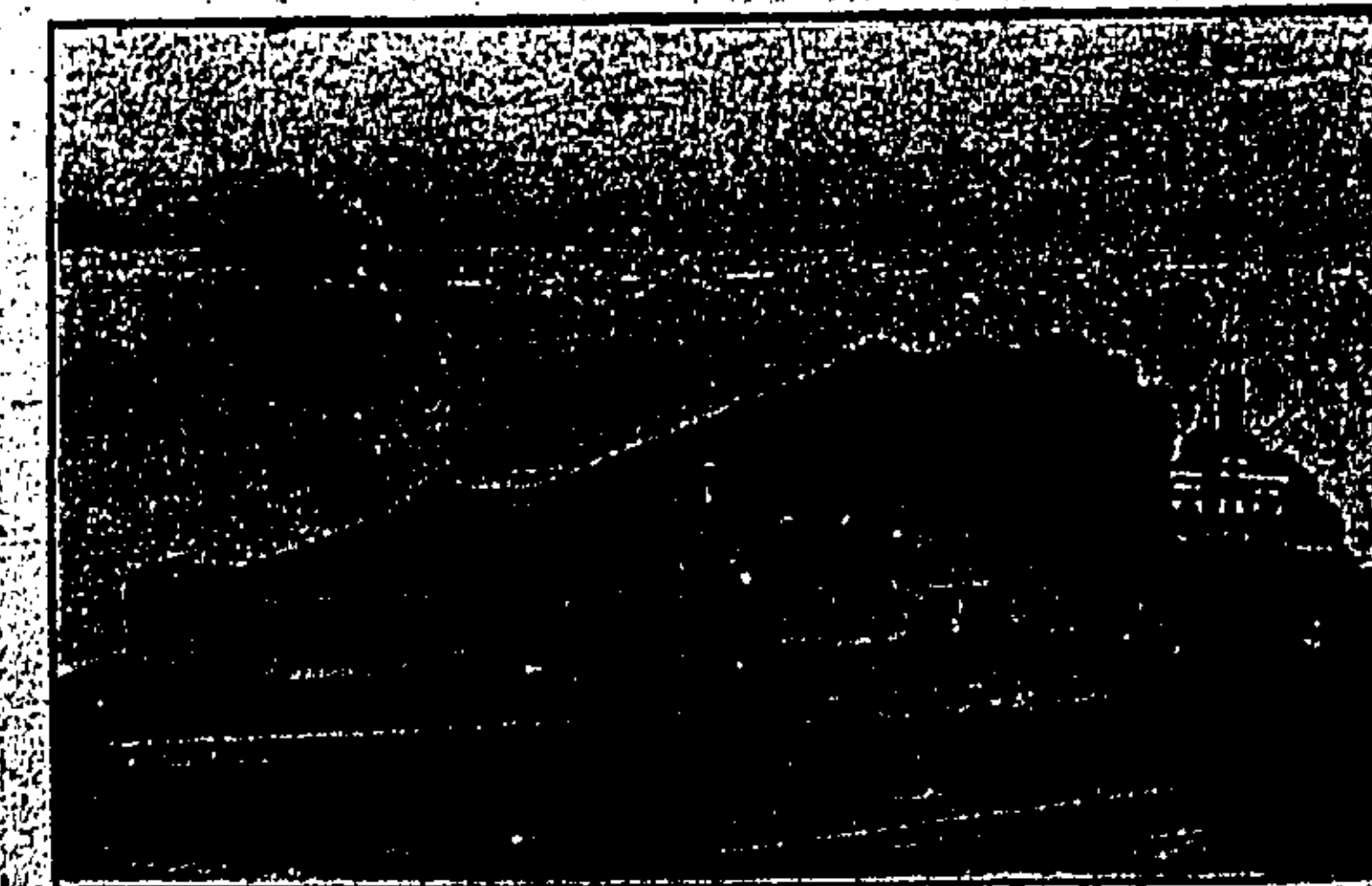
As to mining, the company is the second-largest mining company in the Dominion, and one of the most important in the world, while the thousands of miles covered by its steamships establish its claim as a marine organisation, as the countless farms throughout the country form a monument to its agricultural development.

The Canadian Pacific Railway links the Atlantic and Pacific Oceans traversing the 3,000 miles between the two and running through practically all the major cities of Canada. According to the latest annual report of the company, total mileage is around 21,000, of which 16,055 miles are in Canada. It operates steamship lines on both oceans joining Canada with Europe on the East and with Japan and China on the West, and in the principal cities of Canada, as well as the outstanding beauty spots in the Rocky Mountains and elsewhere, it owns hotels of which the Chateau Frontenac at Quebec, the Place

in itself. It has built at Vancouver one of the most modern piers in the world for ocean and coastal freight and passenger service. It has completed construction and lining of the great Connaught Tunnel in the Selkirk mountain at a cost of more than \$8,000,000. It has borne its share of the cost of the great viaduct in Toronto. It has spent millions of dollars in enlarging, modernising, and strengthening its bridges and it has made the most conspicuous development through the efforts of Canadian engineers, in designing and constructing the largest and most powerful locomotives in the British Empire.

New Locomotives. One aspect of its development is particularly interesting to travellers, namely, the improvement in the rolling stock of the company in what might be termed de luxe equipment, over-night sleepers, lounge and compartment cars, indicating the fact which all Canadians take pride in, namely that Canadian railways are determined that in equipment they shall at least equal the service and equipment in any other country in the world. Since the war the Canadian Pacific Railway has built almost a complete new fleet, leaving only three vessels in service which were in operation at the outset of hostilities.

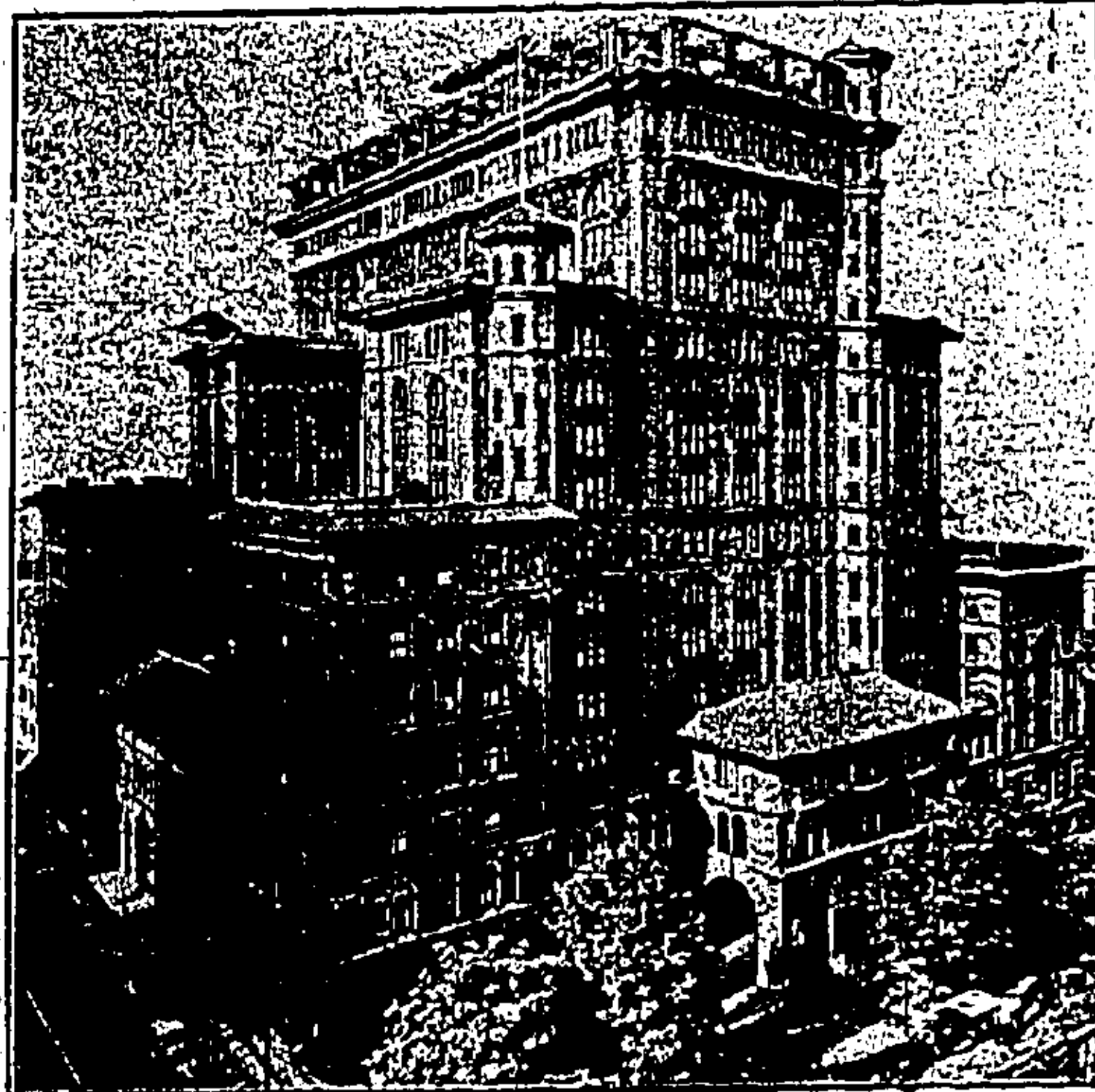
New locomotives have been designed to give the Canadian farmer and industrialist still more perfect train service. The new passenger equipment will set a new and high standard of service and comfort and one which no country in the world can better.



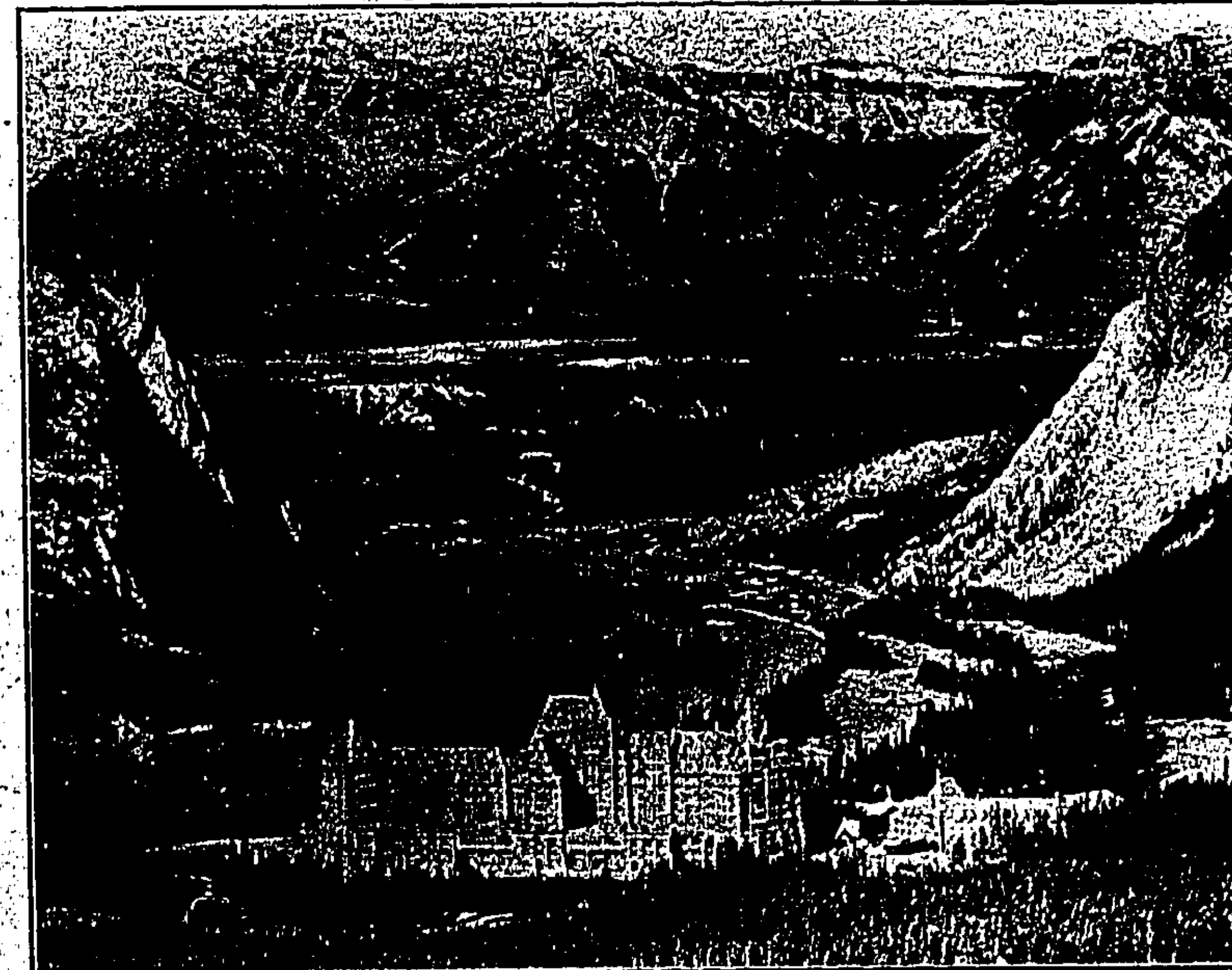
New Canadian Pacific Railway, Place Vancouver, B.C.



Lake Louise, Alberta.



Vancouver Canadian Pacific Railway Hotel, Vancouver, B.C.



Banff Springs Hotel.

"2800" LOCOMOTIVES.

The new 2800 class locomotives placed in service by the Canadian Pacific Railway marked yet another forward step in the history of motive power.

These locomotives, ten of which were built for fast passenger schedules, are of the Hudson type and in their speed, power, and efficiency, represent the result of years of experience in designing and construction on the part of the Company's engineers.

The new engines have a wheel arrangement not previously used in Canada, with four wheels in the leading truck, six 74 inch driving wheels and four wheels in the trailing truck. The weight of the engine is 381,000 pounds, of the tender 299,000 pounds, while the overall length of the two is 131 feet 5 1/2 inches.



Mr. Grant Hall, Vice-President, Canadian Pacific Railway.

MIGHTY BRIDGE.

Faith in Canada's northern areas of resource becomes a reality in the Canadian Pacific bridge at Nipawin, Saskatchewan. Designed to take the heaviest locomotives likely to be built, this magnificent structure, a little more than 1,907 feet long, spans the Saskatchewan River at a point, leading from the more densely agricultural section into timber and mining districts of recognised magnitude. It will afford ready access to still further farm lands and direct transportation possibilities for those who will explore and develop mineral expanses rich in promise.

Among the major operations of the Canadian Pacific Railway for the year 1929, the Nipawin Bridge, begun in October, 1928, is one of the exceptionally large steel structures in Western Canada.

CANADIAN PACIFIC HOTELS.

AMIDST UNSURPASSED BEAUTY.

AS THE measurement of a journey in the good old coaching days was measured by the inns where "good accommodation" was a fact as well as a precept, so to-day, when iron-horses course along steel highways, it is fitting that their stopping-places should be provided with first-class hotels.

Just such a policy has been developed by the Canadian Pacific Railway, the largest hotel-company in the Dominion of Canada, in its great chain of hotels from Atlantic to Pacific, aligned to the high standard of efficiency and service characteristic of every branch and department of the world's greatest privately-owned transportation system.

Banff Springs Hotel. Nor are these hostilities merely stopping-places for travellers; they are temporary homes for those who would visit the great places of Canada, be they seekers after rustic beauties or men of affairs, whose duties take them to the great industrial and commercial centres of the great and growing Dominion. The Empress, in Victoria, and

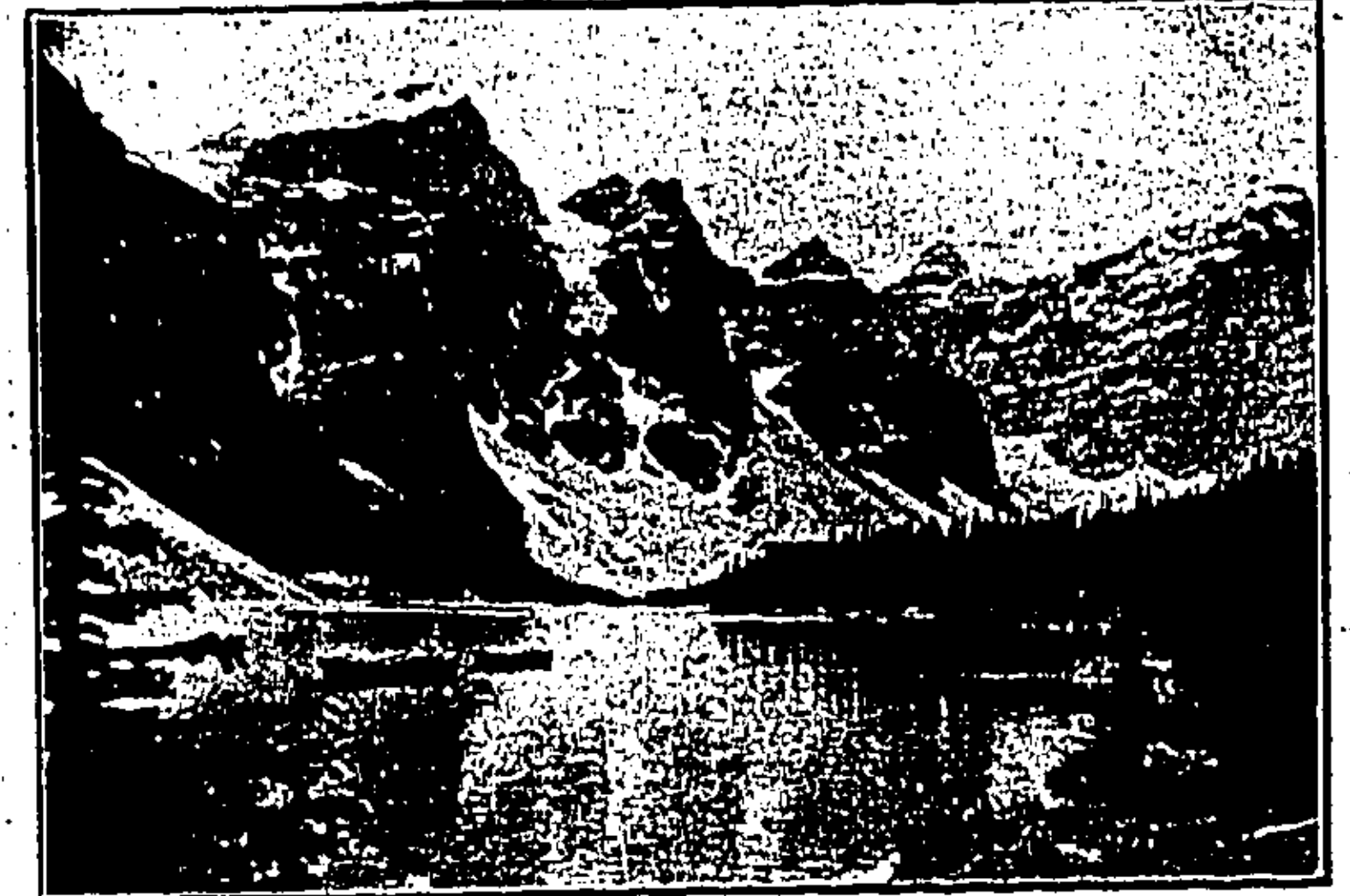
world. The company either owns outright or is interested in hotels from the Maritime Provinces right across the Dominion to Victoria. Starting with the Lord Nelson at Halifax in which the Canadian Pacific has a large interest, there is the famous Algonquin Hotel at St. Andrews-by-the-Sea, resort of golfers from all over the continent, and hotels at Digby and to be erected at Kentville and Yarmouth, and the Admiral Beatty Hotel at Saint John.

Chateau Frontenac. Coming to Quebec City there is the palatial Chateau Frontenac magnificently located above the St. Lawrence. It has 20 suites and 678 rooms with convention and ball rooms.

Montreal has the Place Viger Hotel with 118 rooms and is again of the French Chateau type of architecture.

Coming to Toronto there is the \$16,000,000 Royal York hotel with, when the present addition is completed, 1,156 rooms, and the largest hotel in the British Empire. It will also have 68 suites and very handsome convention and public rooms.

Reaching Winnipeg the Railway has the Royal Alexandra Hotel, conveniently located within easy distance of the business, shopping, and theatrical districts of the city and adjacent to the Canadian Pacific Railway station with which it is



Lake Moraine, and Valley of the Ten Peaks.

the Vancouver, in Vancouver, give the voyager from the Orient his first glimpse of the shore-service of the company which operates the White Empress of the Pacific. He will find them in every way as typical in hospitality, courtesy and service and a meet threshold for his entry into the vast system of railway which is to take him through the country. The Royal York, in Toronto; the Palliser, in Calgary, and the Chateau Frontenac in Quebec will all offer proof of what can be done to make the public comfortable in Canada's cities, while the Banff Springs Hotel and the Chateau Lake Louise, in the Canadian Rockies, offer the same standard of accommodation in surroundings of unsurpassed beauty.

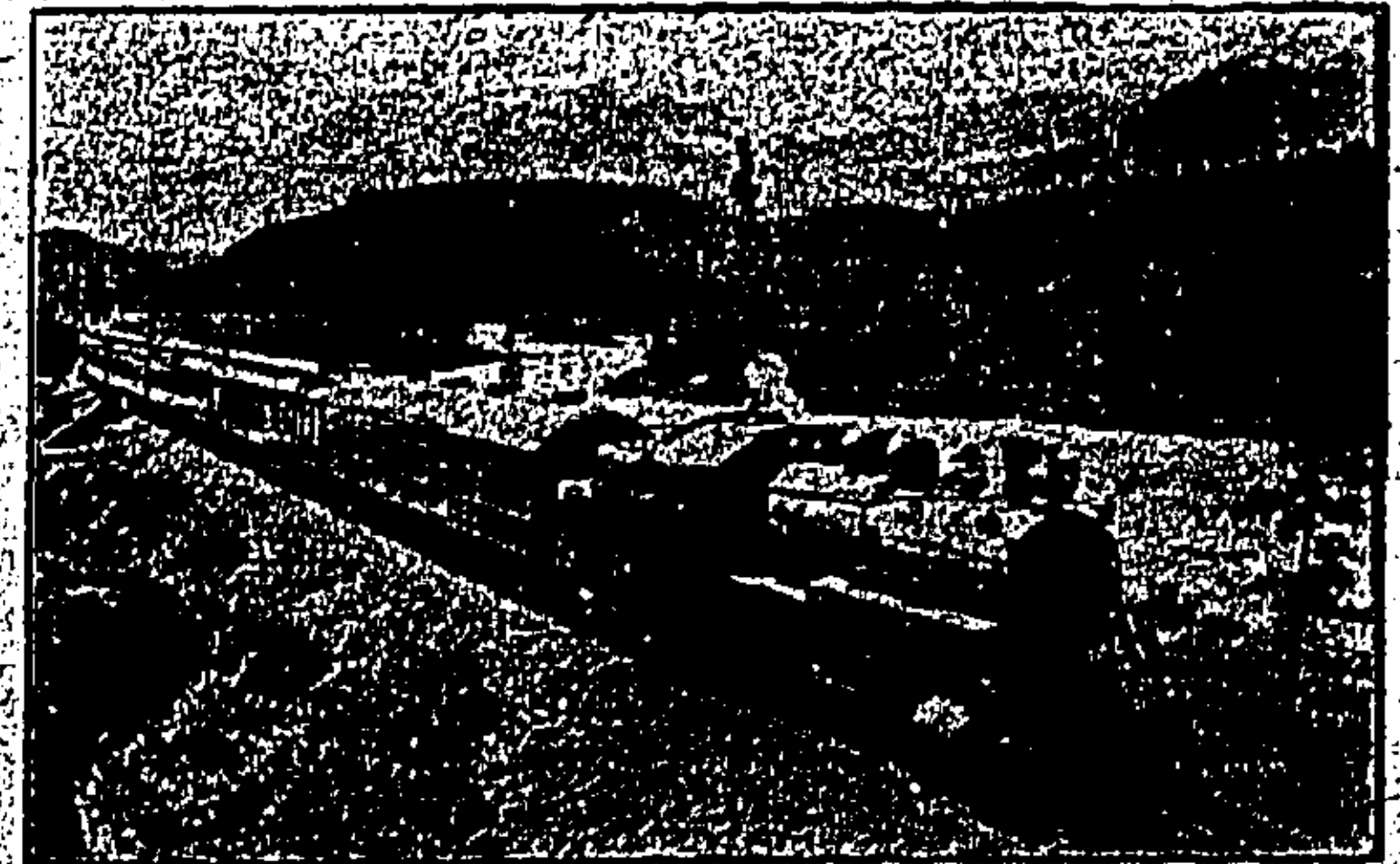
Further Development. The programme of \$50,000,000 expenditure in development and improvement of the Canadian Pacific Railway during 1930 includes \$3,500,000 for hotels. This will cover the addition of 154 rooms to the Royal York Hotel at Toronto, erection of a laundry and power house at the Empress Hotel, Victoria, continued improvements to the Royal Alexandra Hotel, Winnipeg, a new golf club house at Banff, staff quarters and other buildings, a new hotel at Kentville, N.S., another new hotel to be erected at Yarmouth, N.S., later in the year, in conjunction with other interests, and a new golf course to be laid out at the Pines Hotel, Digby, N.S.

The Canadian Pacific Railway is also an hotel company and its hotel investment alone constitute it one of the largest of its kind in the

connected by a passageway. The hotel has 405 guest rooms, of which 220 have private baths and in addition has a number of private suites as well as the luxurious vice-regal suite, while many of the ordinary guest rooms may be arranged into suites of conveniently varying sizes. The Gold Roof, Oak Grill Room, Ballroom, and Convention rooms, offer facility for the convenience of visitors.

Nearing The Rockies. Regina, capital of Saskatchewan, has the Saskatchewan Hotel, and imposing structure of limestone, occupying a central situation in the city just south of beautiful Victoria Park. Its windows command striking views of the parks and tree-lined boulevards of the city and of the spreading prairies beyond. With its modern equipment, fine cuisine, and high standard of service, it is a most delightful shopping place for those desiring to rest for a time in the heart of Canada's great west. The Saskatchewan contains 271 guest rooms each with private bath and twin beds. It holds at the disposal of guests a number of beautifully decorated special suites. The Spanish Tea Room and Spanish Lounge are popular features and there is a handsome Convention room for public assemblies.

Within sight of the Rockies, Calgary has the Palliser Hotel, a community centre where the stranger can observe the west in its most colourful aspect. The hotel is located at a point whence the alluring blue outlines of the Rockies can be seen in the distance above the roofs of the city.



Canadian Pacific Railway, Trans-Canada Train, near Lake Louise.



EDUCATIONAL WORK IN GARRISON.

A Satisfactory Year's Work Reviewed.

"5 YEARS WITHOUT A PRIZE."

Working quite unostentatiously the Garrison School is doing excellent work among the children of the troops and the Naval Yard employees.

A most satisfactory year's work was reviewed this morning at the Volunteers' Headquarters when the annual prize day was held. The prizes were given away by H. E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.

The pupils of the school delighted a large audience with songs before and after the prize-giving ceremony, reflecting much credit on their music master.

Sound Education!

The annual report, given below, was read out by the Command Education Officer, Captain E. B. Deakin, D.S.O., M.C., A.E.C.

During the year under review, there has been only one change in the School staff, and much of the very satisfactory year's work must be attributed to this fact.

The staff and children join me in welcoming Q.A.S. Miss Hill, Warrent Officer Instructor, Class I (Education) A. E. Parsons, in charge of the Elder Children's School, and Q.A.S. Mrs. Ripley, in charge of the Infant's School, and their respective staffs, are to be congratulated on the excellent work carried out during the school year.

In addition to the very sound educational side of "the school curriculum, the general tone and happy atmosphere of the school has been most marked, and can mainly be attributed to the patience and pleasant personalities of the teaching staff.

Cleanliness and Neatness. Their task, however, is made easier by the similar virtues of the children themselves. Cleanliness and neatness of dress are outstanding characteristics of the children and reflect great credit on the parents.

The departure of the K.O.S.B. children in February last deplored our numbers for a short time, until the transfer of the majority of the Somerset L.I. children from Gun Club Hill School to this school was completed.

The attendance for the year has been remarkably good, and in this respect I express my thanks to the parents on whom the attendance question mostly depends. The school has been entirely free of epidemics, and any irregular attendance has been due to minor ailments or inclement weather. The numbers of children attending, under the various categories are:— Army 83, Royal Naval Dockyard 20, Ex-soldiers and civilians 26.

Scholarships. Of the eight Scholarships at the Central British School, Kowloon, offered annually to children of the Garrison Schools by the Board of Education, four were taken up by this school in January last. The successful competitors were Ena Penny, Queenie Tylcoat, Joan Wilson, Jack Jordan, and the head master, Mr. G. Franklin Nightingale, reports favourably on all these pupils.

Of the Garrison School Children who have entered the C.B.S. at one time or other, I congratulate Barbara Budden, who passed the Senior Local Examination with distinction in English, was awarded the Montargis French Prize Senior, the Government Prize, the head master's Prize, the Ezra Abraham Scholarship, and the War Memorial Prize—a very fine record. Indeed, I congratulate also Desmond Hynes, who passed the Senior Local Examination with distinction in English, Alleen Hynes who passed the Junior Local Examination, and William Maycock on his promotion to Form IV.

Outdoor Activities. The annual swimming sports will take place in September next, when it is hoped that worthy successors to last year's champions, who have all left the Colony, will be found. The splendid swimming ability of the children is due in a large measure to the facilities which exist at Stonecutter's.

Facilities for other outdoor recreation are somewhat limited owing to lack of grounds and few opportunities of engaging in contests with children of the same age. It is hoped that a few cricket and football matches may be arranged for the coming cool season.

A large number of the children belong to the Boy Scouts, Girl Guides, Wolf Clubs, and Brownies organisations, and carry out their work with enthusiasm. On behalf of the children and staff I wish to thank Miss Steele, Miss Gray, Mrs. Taylor, Mr. W. Low, and Mr. D. Black who devote so much of their time to these activities.

Further additions have been made to the School Library thanks to generous gifts from the Helena May

Institute and from parents and friends of the School. Such gifts of suitable books are greatly appreciated by the children.

The Pictorial Education and Children's Newspapers, monthly periodicals displayed on reading boards in the main hall, continue to be popular and their purchase will be continued.

Kind Donors.

The large number of prizes to-day have been made possible owing to the generous contributions received from the various Naval and Military Officers, Units, Messes and Clubs, from H. M. Dockyard officials and from the parents of civilian children attending the schools. In addition, the Hong Kong Board of Education and the individual members of the General Committee of the Hong Kong Chamber of Commerce have again very generously contributed toward the Prize Fund. To all these I tender the sincere thanks of the staff and scholars.

Pleasure to Some.

I wish to point out that this prize giving is an occasion of pleasure for some children, and of necessity a matter of disappointment for others who have not been fortunate enough to be in the prize list. I can assure you that the staff exercise the greatest care in selecting the most deserving children for the award of prizes, taking into account not only the mental capacity of the children, but also their conduct in school and perseverance and application to school work generally. The list of prize winners is already an extensive one. To give a prize to each child would spoil the value of such prize and remove the incentive to children to do their best.

Array of Fancy Work.

In conclusion, I desire on behalf of the staff and scholars to thank the General Officer Commanding for consenting to present the prizes; the Commanding Officer and the Officers of the Hong Kong Volunteer Defence Corps for the loan of this building, and finally all those who by their attendance to-day have shown their interest in the School.

I feel that the close co-operation between the parents and the School staff will continue, and so ensure the successful working of a very important part of Garrison life in Hong Kong.

I would invite you all to inspect the interesting collection of work carried out by the scholars, which is displayed on the table in the corner of the Hall on my right. I will now ask the G.O.C. to present the prizes.

List of Prize Winners.

Standard VII.—Violet Stokes for excellent work.

Standard VI.—Bobbie Jones; Jean Ripley.

Standard V.—A. Leigh, G. Willmott, G. Budden, D. Summons, A. Allen.

Standard IV.—Bobbie Maycock, V. Fields, G. Ribbands, W. Ribbands, J. Clinton, R. Summons, G. Gull.

Standard III.—A. Chambers, R. Leaver, A. Leaver, N. Murray, B. Gull, E. Kennard, C. Haslam, D. Stiff, K. Dodge.

Standard II.—H. Carter, F. Richardson, J. Latham, F. Allen, R. Ribbands, R. Fields, W. Clark, J. Kelly, I. Murphy, H. Mills.

Needlework.

Seniors—1st G. Calvert, 2nd E. Haslam.

Juniors—1st N. Murray, 2nd D. Holloway.

Standard I.—Jean Parkinson, Mary Parsons, Ada Anderson, Joyce Shaw, Esme Payne, Peggy Scouler, Betty Worne, Harold Calvert, Donald Murray, Ernest Maycock, Stanley Didsbury, Denis Naylor, George Kirman, Norman Smith.

Class II.—Audrey Wright, Joanne Freeman, Margaret Richardson, Wendy Anslow, Sylvia Tylcoat, Betty Nicka, Grace Frith, Ronald Fisher, Jack Leigh, Cyril Holdom, Freddy Jones, Jack Fettes.

Class III.—Rose Matthews, Jean Jeffries, Hypatia Anderson, Barbara Shoosmith, Pamela Harris, Winnie Pinfold, Edna Webb, Bertie Leigh, Freddy Weatherly, Freddy Stokes, Tony Green, Ronald Clark.

The General's Speech.

Speaking to the children, after the prizes had been given away, His Excellency said that his first duty would be to congratulate Captain Deakin and the teaching staff on the good work accomplished. The report they had just read was a most satisfactory one and reflected great credit on the Garrison School.

"On an occasion like this, it is inevitable that the lucky prize winners are bound to find pleasure in it, and those that have not got a prize would naturally feel depressed. They need not be, and I will tell them a story about myself. No, I will not, unless all you boys and girls will promise me faithfully not to repeat it. (Voices from the audience, "Yes we will.") Well, I spent five years of my life in one of the biggest colleges at Home. It is called Harrow, and during the five years there, I never won a single prize in any term. Well, I got a prize just as I was about to leave school, and I think that prize was given to me because they were glad to get rid of me!" (Laughter).

"Well, you see I am a General to-day, and my friend here on my right, Rear-Admiral Hill, used to win all the prizes, and yet it was only the other day he came to me and said that in appreciation of the good work that the Garrison School is doing to the boys of the Naval Yard employees, he would donate some benches to be put out at Scandal Point. Now, this is very good of him, because we are trying to turn Scandal Point into a playground for the children of the Garrison here."

The General then went on to thank the staff and all those who had helped in the good work.

The happy gathering was brought to a close with the singing of "God Save the King" by the students.

A COSTLY BLAST.

A fine of \$16 was imposed by Mr. T. S. Whyte-Smith on a Chinese contractor at the Kowloon Magistracy this morning when he pleaded guilty to blasting on a hill side in Prince Edward Road during prohibited hours. Sergeant Macnamara stated that the blast occurred at eleven o'clock yesterday morning. In his opinion it was just a question of getting the blast over before rain fell. No gongs were beaten, and the contractor had no licence.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day — Queen's Theatre.

"Night Ride."

To-day — Star Theatre.

"Shakedown."

To-day — World Theatre.

"Eternal Love."

To-day — Majestic Theatre.

"Forgotten Faces."

To-day — Central Theatre.

"The Canary Murder Case."

Sports

See Special Sports Diary on page 8.

Home Mails.

To-day — Inward from Europe via Suva (Kashmir).

To-morrow — Inward from Europe via Siberia (Kashmir); Outward for Europe via Siberia (Kashmir) 10.30 a.m.

Social Function.

To-day — Police Recreation Club

Whist Drive, 8.30 p.m.

Miscellaneous.

To-day — Hong Kong Cricket Club

Concert 5.30 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 556 metres:—

6-6.30 p.m.—Children's Programme.

Auntie Pat, Uncle Dick and Uncle Jeff will entertain the children.

6.30-8.00.—Evening European Programme of H.M.V. and Victor Records Selected and Supplied by The Moutrie Music & Co.

"The Girl Friend"—Selection, Savoy Orpheans (1469).

"Oh, Could I But Express In Song," "Sincerity."

Peter Dawson-Bass Baritone (2425).

"Ballad Egyptian,"

Reginald Foot-Warltiter Organ. (2477-2479).

"Carmen Suite"—Gypsy Dance, Philadelphia Symphony Orchestra.

"Carmen Suite"—Intermezzo, (6073).

"Carmen Suite"—Soldier Changing the Guard, (6874).

"Carmen Suite"—March of the Snugglers, (6874).

"Off to Philadelphia,"

Chorus Gentlemen, (2509).

Percy Heming-Baritone.

"Tambourin Chinois,"

Fritz Kreisler or Violin Solo. (6844).

"Faust—Ballad Music,"

Royal Opera Orch., Covent Garden. (9646).

(1) Dance of the Nubians, (9646).

(2) Cleopatra and the Golden Cup, (9646).

(3) Dance Antique, (9646).

(4) Dance of the Cleopatra and Her Slaves, (9646).

(5) Dance of the Trojan Maidens, (9647).

(6) Mirror Dance, (9647).

(7) Dance of the Phryne, (9647).

"One Alone,"

"It,"

George Baker-Baritone. (2461).

"An Autumn Serenade,"

"Poem,"

Reginald Foot (Organ). (2388).

"I Kiss Your Lips,"

"Salut D'Amour,"

Mark Weber and His Orch. (2604).

8 p.m.—Chinese Programme—Studio Concert.

9.00 p.m.—Evening Weather Report and Local Time. Studio Concert (Chinese) Continued.

10.30 p.m.—Close Down.

CHOPPER AGAIN.

A QUARREL OVER 35 CENTS.

A savage attack on a Chinese with a chopper on May 16 was recalled at the Kowloon Magistracy this morning when Ho-Hoi, a man with three aliases, was charged before Mr. Whyte-Smith with assault. He pleaded guilty.

Detective-Inspector C. P. Fallon stated that about 7 p.m. on May 16 complaint was in a house playing mah jongg. Later accused and a friend came, and the latter asked to see complainant, who came out to the pavement. Here, accused cut two deep wounds in complainant's neck, and ran away. Complainant went to the Police Station and Inspector Fallon advised him to go to hospital where he stayed for a week.

Accused stated that the fight was over a gambling debt of 36 cents.

His Worship pointed out that it was a serious matter to use a chopper over such a small sum.

Inspector Fallon remarked that accused was bound over with others to the Central Magistracy the other day to keep the peace.

His Worship imposed a fine of \$25 or three weeks' jail on the assault charge, and ordered a payment of \$10 to the complainant as compensation of an extra two weeks' hard labour.

ROUND THE CINEMAS

CAREER OF AN AUSTRIAN ACTOR.

JOSEPH SCHILDKRAUT.

Joseph Schildkraut was born in Vienna, Austria. He is the son of Rudolph Schildkraut, famous stage actor, and is a graduate of the Mommisen College, Berlin, the Imperial Academy of Music, Vienna, and the Academy of Dramatic Arts, New York. He began his stage career in Berlin where he was under the direction of Max Reinhardt for five years.

In New York he starred in "Peer Gynt," "Firebrand," "Lilliom," and other plays. Among his best known pictures are "The King of Kings," "The Road to Yesterday," and "Show Boat," following which he was starred in "The Mississippi Gambler."

"FORGOTTEN FACES"

Paramount's fine production "Forgotten Faces" starring Clive Brook and Mary Brian was screened at the Majestic Theatre yesterday for a four-days' run. The story is a splendid one and gives the picturisation of a man's consecration and a father's sacrifice, also contrasts love and hate, high life and degradation. William Powell, Olga Bacanova, and Jack Liden appear in the supporting cast.

Lupino Lane in a comedy entitled "Half-point Hero" is also shown.

AMUSEMENT NEWS

QUEEN'S present Joseph Schildkraut and Barbara Kent in "Night Ride," another story of the American underworld. The hero is a reporter on a large paper and is marked down for death as the result of linking up the name of a gangster with a recent murder. The big climax comes in scenes photographed aboard a speeding motor boat on the coast of Southern California. A talkie film.

CENTRAL features William Powell and Louise Brooks in "The Canary Murder Case," a detective story with an ingenious plot. Powell, as the detective, is splendid, whilst Louise Brooks, as the star of a revue, acts her part in a very pleasing manner. Romance, excitement, and interest can be found in this Paramount film.

MAJESTIC presents Clive Brook in "Forgotten Faces," a melodrama of society and crook life. Menacing faces out of the past. Faces that recall old sins. Hundreds of faces. A melodrama of fear. Unseen, unfathomable fear that moves, that thrills. A silent film.

STAR features James Murray in "The Shakedown," a film "discussing how unscrupulous boxing managers stage fake fights with 'setups' in order to milk the unsuspecting public with 'sure' bets. There is a delightful love story and a succession of human interest touches which give the picture great appeal." A silent film.

WORLD presents Camilla Horn and John Barrymore in "Eternal Love," a film faultlessly acted and directed, and which at times rises to proportions of epic grandeur in its sweep of story against heroic backgrounds. It will give motion picture audiences a new appreciation of screen drama. A silent film.

PANAMA 'QUAKE.

New York, Yesterday. Two earthquake shocks rocked Panama City and the Canal zone about two o'clock this afternoon. Buildings were shaken and the populace had a wild panic but, according to the Associated Press, no damage was done.—Reuter's American Service.

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9896—Ivan Caryll and Paul Rubens Memories Vocal Gems.

DX21—An Old Time Sling Song.....
(With C. Coburn in the Chair).

DB27—Old Music Hall Favourites Finck's Orch.
9925—Belle of New York Vocal Gems.
5720—Little Dolly Day Dream Kit Keen Baritone.

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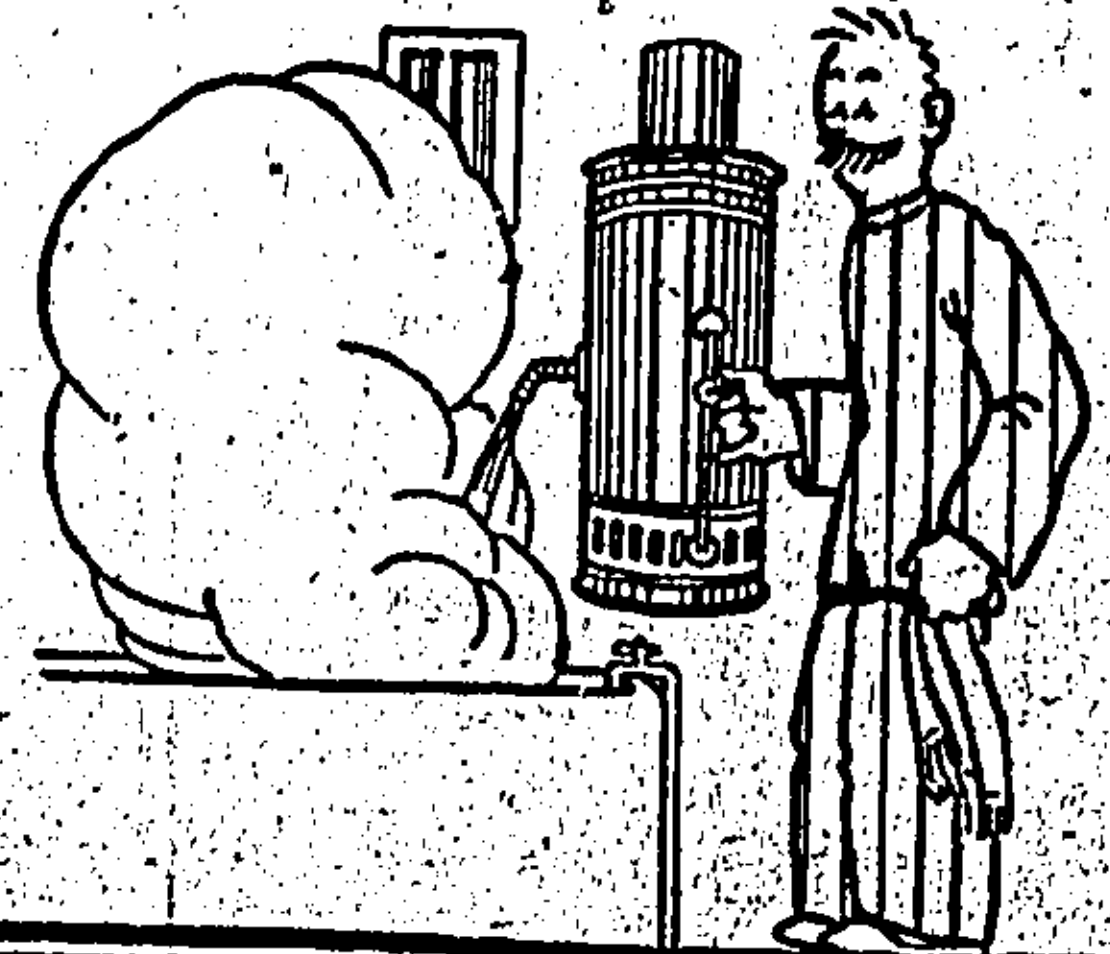
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Sport Columns

SOMERSET'S POOR BATting.

Another Century for
Bradman?

FINE PARTNERSHIP.

Taunton, Yesterday.
After the fourth Test match,
the Australians visited Taunton,
and after their train they
were forced to take the field.
Good bowling was responsible for
the dismissal of the county for
the low total of 121.

The tourists soon lost a wicket,
but Jackson and Bradman batted
well to pass their opponents' total.
At the close of play the Australia-
nians, with nine wickets in hand,
held a lead of 15 runs. Jackson
and Bradman were undefeated
with 57 and 71 respectively to
their credit.

Scores:—
Somerset: 121
Australians: 136-1
—Reuter.

LAWN TENNIS.

U.S.R.C. VICTORS IN MIXED
DOUBLES.

The United Services Recreation
Club gained an easy victory in the
mixed doubles tennis League
yesterday. They defeated the
Club de Recreio by nine sets to
love, and considerably enhanced
their chances of taking premier
honours.

Scores:—
L. Goldman and Mrs. Taylor
(U.S.R.C.) beat M. Oliveira and
Miss C. Osmund 6-2; beat G.
Noronha and Miss O. Ribeiro 6-0;
beat Rocha and Miss Leite 6-1.
E. Grimbale and Mrs. Keary
beat M. Oliveira and Miss Osmund
6-2; beat Noronha and Miss
Ribeiro 6-3; beat Rocha and Miss
Leite 6-1.

Col. Skinner and Mrs. Dook
beat Oliveira and Miss Osmund
6-4; beat Noronha and Miss
Ribeiro 6-0; beat Rocha and Miss
Leite 6-1.

WATER POLO.

BOTH V.R.C. TEAMS
WIN.

The V.R.C. easily accounted for
the University in a water polo
match last night, scoring 7 goals
to one. The victory was gained
with only six players, as Mr.
Weyman, the referee, ordered
Rosa Pereira out of the bath soon
after the start. The V.R.C. took
things easily to begin with, but
afterward played strongly, with
the result that an interesting
game was seen.

The V.R.C. seniors comfortably
defeated the Navy by four goals
to nil. The game was uninterest-
ing to the spectators, but the
V.R.C. players were definitely
superior, and won without undue
exertion.

Our Sports Diary

LOCAL

Water Polo—To-morrow—
Division I—Chinese Bathing
Club v. Chinese Athletic;
Division II—12th Heavy Bat-
tery v. Somersets.

Monday—Division I—Kow-
loon v. Somersets; Division II—
Kowloon v. V.R.C.
Lawn Bowls—Saturday—
Division I—C.C.C. v. Talkoo;
R.C.; K.C.C. v. C.S.C.C.; Kow-
loon Dock R.C. v. Police R.C.;
K.B.G.C. v. Club de Recreio;
Division II—Talkoo R.C. v.
C.C.C.; C.S.C.C. v. K.C.C.; Club
de Recreio v. K.B.G.C.; Yacht
Club v. Electric R.C.

Aquatic Sports—Saturday—
V.R.C. Feta.

Golf—August 8—Happy
Valley Championship and Cap-
tain's Cup.

Racing—September 27—
Seventh Extra Race Meeting;
October 10 and 11—Eighth
Extra Race Meeting.

Football—August 1—En-
tries close for League.
October 1—Entries close
for Challenge Shield.

HOME

Cricket—August 10-20—
Fifth Test Match, The Oval,
London.
Rugby—To-day—Goodwood
Cup, Goodwood.
Athletics—Saturday—Brit-
tain v. France, Stamford
Bridge, London.

RACING. GUIDE TO THE HONG KONG TURF.

HANDY REFERENCE BOOK.

Through the courtesy of the
Hong Kong Jockey Club the
China Mail has been favoured with
a copy of Volume I of the "Hong
Kong Racing Record for the first
half of 1930." This book, no doubt,
will be of great value to turf en-
thusiasts.

The volume, which is published
by the Hong Kong Jockey Club,
contains four sections, 131 pages
being race results of meetings held
from February 22 to June 14 this
year.

Section 2 gives the result of
races according to distance, while
in the third section is detailed the
list of ponies. Section 4 furnishes
jockey records.

Altogether a very handy volume.

Do not miss—

"SECOND SLIPS"
exclusive

CRICKET ARTICLES

The China Mail

WEDNESDAY AND SATURDAY.

BASEBALL.

RESULTS OF LEAGUE MATCHES IN UNITED STATES.

New York, Yesterday.
The following are the results
of games played to-day:

National League.
New York 5 Boston 2
Philadelphia 5 Brooklyn 9
Philadelphia 4 Brooklyn 9
Pittsburgh 6 St. Louis 5

American League.
Boston 2 New York 8
Boston 1 New York 10
Cleveland 5 Detroit 6
Washington 4 Philadelphia 7
Chicago 2 St. Louis 3
Chicago 1 St. Louis 6

—Reuter's American Service.

AN INNOCENT ABROAD.

In a report to the Police, a Chin-
ese fooki of the San Shing silk store,
466, Nathan Road, stated that at
about three o'clock yesterday after-
noon he was walking in Nathan
Road carrying two bundles of silk.
He was met by two well-dressed
Cantonese who took him to 30,
Hanoi Road. One of them asked to
see three pieces of silk under the
pretext that it was for his master.
Doped thus far, the fooki handed
the material over, which was valued
at \$62. The two Cantonese then
disappeared.



Testing Time!

Can you stand the Test of the
Hot Damp Days?

Or do they weaken and depress you, leaving you
enervated and fit for nothing?
If the latter is the case, such misery is unnecessary.
It simply means that your blood has become thin and
impoverished. You require a reliable blood and nerve
tonic to tone up the blood and strengthen the nerves.
All over the world women and men have long
known the remedy that fulfils all its claims as an
enricher of the blood and a restorer of energy and
vitality. Take

Dr. Williams' Pink Pills
It costs so little to Test them. Why Suffer?

WHERE THE MONEY GOES.

Contribution for Praya
East Reclamation.

RAILWAY DRIVERS' PAY.

At the meeting of the Finance
Committee this afternoon the fol-
lowing Supplementary Votes will
be considered:

The sums required for the various
items are as follows:
—Treasury, Personal Emoluments
\$8,900.

The Secretary of State for the
Colonies has selected Mr. Edwin
Taylor of Sierra Leone to fill the
post of Deputy Treasurer in Hong
Kong at a salary of \$1,200 per
annum. Mr. Taylor left England
on May 29, 1930.

A supplementary vote is requested
to cover his salary from May 29
to December 31, 1930.

Imports and Exports Depart-
ment: Other Charges: Labora-
tory Stores \$1,000.

Certain items of apparatus and
chemicals are urgently required by
the Imports and Exports Depart-
ment in connection with the collec-
tion of Liquor and Tobacco Duties
and also for the Tax on Petrol. No
funds for this expenditure were
provided in the 1930 estimates.
A vote of \$1,000 is requested for
the purchase of the stores required.

His Excellency the Governor:
Incidental Expenses \$2,000.

This vote becomes necessary as
the expenditure for the first half of
the year was unexpectedly heavy,
and the balance on the sum voted in
the Estimates amounts to \$385
only.

Miscellaneous Services: Broad-
casting \$9,600.

The present monthly subsidy to
the Broadcasting Programme Com-
mittee is \$200 per month. This
sum has been found inadequate and
its increase to \$1,000 per month is
recommended. From this sum will
be paid the salaries of all employees
in the Studio with the result that
two electricians now working there
would be released for their proper
work elsewhere where their services
are urgently needed.

Railway Personnel.
Kowloon-Canton Railway: Per-
sonal Emoluments \$4,070.

The conditions of pay and ser-
vice for locomotive drivers on the
British section of the Kowloon-
Canton Railway were investigated
early this year and the Finance
Committee at a meeting held on
May 22, 1930, informally agreed
that certain recommendations (to
be adjusted to the Salaries Report
if adopted) should take effect as
from May 1.

The recommendations take this
final form: (a) To increase the
existing staff by 2 additional 2nd
Class drivers and 3 additional fire-
men. (b) The present 70-hour
standard week to be abolished and
a 60-hour week instituted, over-
time at the rate of 1/3120th of
annual salary per hour being paid.
(Continued on Page 2.)

BUSINESS DIRECTORY

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Crespe Rubber Sole Canvas Shoes \$5.00
Crespe Rubber Buckskin Shoes \$10.00
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RAVISHING DANCES.

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PEAK HOTEL
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ASTOR HOUSE: PALACE HOTEL
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Donations and Subscriptions must now be sent to the Hon. Treasurer, Mrs. H. F. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	THURSDAY, JULY 31.	Per
Shanghai and Amoy	FRIDAY, AUGUST 1.	Ning Po
Japan		Nellore
Japan, Shanghai and Europe via Siberia		Kalyan
(London, July 12)		Pres. Jefferson.
U.S.A., Canada, Japan and Shanghai (Seattle, July 12)	SATURDAY, AUGUST 2.	Szechuen
Shanghai and Swatow		G. Diederichsen.
Java via Sourabaya	MONDAY, AUGUST 4.	Nam Sang
Calcutta and Straits		Tjilliwong
Sandakan		President McKinley
Manila		

OUTWARD MAILS

For	THURSDAY, JULY 31.	Per
Swatow	Hydrangea	3 p.m.
Samshui & Wuchow	Kong Ning	4 p.m.
Saigon	Halvard	5 p.m.
	FRIDAY, AUGUST 1.	
Shanghai, Japan and Europe via Siberia	Kashmir	10.30 a.m.
Sandakan	Mau Sang	10.30 a.m.
Swatow, Amoy and Poochow	Hatching	1 p.m.
Haiphong	Canton	2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Kalyan (Due Marseilles, Aug. 30.)	
	G.P.O.	
Parcels	Aug. 12, 4.30 p.m.	
Registration	Aug. 2, 9 a.m.	
Letters	Aug. 2, 10 a.m.	
Amoy	Aug. 1, 5 p.m.	
Manila, Sandakan, Australia (except places South of Townsville) and New Zealand via Thursday Island	Nellore (Due Thursday Island, Aug. 17.)	
	Parcels	Aug. 1, 5 p.m.
	Registration	Aug. 2, 8.45 a.m.
	Letters	Aug. 2, 9.30 a.m.
Japan	Lyndarous	10 a.m.
Manila	President Jefferson	4.30 p.m.

* Superscribed correspondence only.

WHERE THE MONEY GOES.

(Continued from Page 8)

for all time worked after 60 hours.
(c) The Allowances of \$1 per night to Drivers and 50 cents to the Firemen of this express engine which stays overnight at Canton to be increased to \$2 and \$1 respectively and an allowance to be granted of \$1 per return trip to the Drivers and 50 cents to the Firemen making a return trip to Canton in one day.

Details of Cost.

- (a) Additional Staff:
2 additional 2nd Class Drivers @ \$540 p.a. \$1,080.00
3 additional firemen @ \$330 per annum \$990.00
(b) Overtime Allowance:
On new basis of 60 hours weekly \$1,225.14
On increments \$338.26
Probable overtime on additional men mentioned in (a) 310.50
(c) Additional foreign allowance 1,460.00

Total for 12 months \$5,103.90
Additional amount required from May 1 to December 31, 1930, 2/3 \$4,069.27

Miscellaneous Services: Miscellaneous Paper \$315.

In June, 1929, the Finance Committee approved of the preparation of a new text book of documentary Chinese for inclusion in the syllabus of Cadet Officers and Police Probationers, but the \$500 voted at that time was not paid and has lapsed. The book is now complete but it is found that the Govt. owing to pressure of other work, cannot undertake the printing for a considerable period. The Government Printers have quoted \$1,215 for 300 copies of which the Straits Settlements Government has undertaken to purchase 100 copies at \$6 a copy = \$900. The balance of the printing cost (\$315) and the cost of preparation (\$500) is payable by this Government.

A Supplementary Vote for \$815 (of which sum \$500 is in the nature of a revolve) is therefore requested.

School Amenities.

Public Works Extraordinary: Buildings, Central British School. General improvements to necessary requirements to the School \$6,000. In the opinion of the Education Board the following improvements are urgently necessary for improving the efficiency and amenities of the Central British School, namely:

- (1) Alterations for Housewifery Classes (including Furniture) \$1,400
(2) Increased Class Rooms (including Furniture) 2,500
(3) Additional Lavatories (including all fittings) 1,000
(4) Sunblinds 200
(5) Alterations to windows 700
(6) Alterations to Shelving 20

\$5,820

Say \$6,000

The above is to be met from savings under Head 31, Kowloon British School.

Public Works Extraordinary: Kowloon, Buildings: Garage, Disinfecting Station, Garage for motor lorries at Kowloon Disinfecting Station \$5,000.

At present there is no garage accommodation available for 4 lorries that are about to arrive for duty in Kowloon and it is therefore essential that provision be made for their housing as early as possible—the garage will form part of a scheme for the future enlarging of the station. The above is to be met from savings under head 31, sub-head 46, Kowloon Hospital, Maternity Block, Site Formation and Building.

The Reclamation.

Public Works Extraordinary: Contribution by Government towards funds for Reclamation. Final call due to be paid by Government \$81,226.

The Fraya East Reclamation Scheme has now been completed at a cost (including certain contingent works to be undertaken later) of \$6,421,493.88. The total amount of the Government's contribution is \$1,025,775.40 as against the estimate of \$1,095,000 as stated on page 83 of the 1929 Estimates.

The position of the Government account is as follows:

Total expenditure as stated above	\$1,025,775.40
Less: amount spent to end of 1929	\$800,575
4th and 5th calls paid in 1929	64,046
Proportionate amount of interest and Permit Fees including \$18,127.65 paid as interest on deposits of 25 per cent.	83,975.26
	953,596.26

Amount still to be paid by Government \$72,179.14

The amount provided in the 1930 Estimate (head 31, sub-head 38) is \$55,000
Deduct 4th call made 25-1-30 \$32,023
5th call made 21-6-30 32,023

64,046

Deficit on Vote \$9,046

Amount still to be paid by Government as above 72,179.14

\$ 81,225.14

Say \$ 81,226

There was an unexpended balance on the vote in 1929 of \$45,740.20.

Public Works Extraordinary: 30, New Furniture for all Departments. Purchase of two "Kelvinators" for Cape D'Aguiar W/T Station \$1,190.

It is proposed to purchase two Kelvinator refrigerating machines each of a capacity of six cubic feet for the two sets of quarters at Cape D'Aguiar Wireless Telegraph Stations at a cost of \$1,190. Ice is not procurable there. Funds are at present available under the above vote but as this unforeseen expenditure may later cause a deficiency a supplementary vote for the above amount is now requested.

Public Works Department: Personal Emoluments. Appointment of Water Works Inspector from 1.7.30 to 31.12.30 at \$1,400 per annum \$700.

The extension of the meter services and the importance of the early rendering of quarterly accounts necessitates the appointment of an additional Water Works Inspector.

This supplementary vote is to cover Salary from 1.7.30 to 31.12.30. Supreme Court: Library. Excess of vote \$450.

Vote expenditure for incidental expenditure \$200

Approved purchase of Halsbury's Statutes 600

Balance \$100

Annual order 550

Excess on vote \$450

The purchase of Halsbury's Statutes was unforeseen and depleted the vote, which is now insufficient to meet the Annual Order. The order has been reduced to \$32 (as against \$55 last year), but this will still occasion an excess of \$450 on the Sub-Head. A vote for \$450 is therefore requested.

Water for Dairy Farm.

Public Works Extraordinary, New Kowloon—Water Works. Filtered Water Supply to Dairy Farm Lots at Diamond Hill \$2,000.

Provision for this work was made in the 1929 Estimates under H. 31, S.H. 131 for the sum of \$20,000. Of this amount it was found possible to spend only \$9,394.27 in 1929. The draft estimates were submitted in the middle of the year and it was then considered unnecessary to include anything in the 1930 Estimates as it was anticipated the work would be finished before the end of the year. A financial minute for \$2,000 is now submitted in order to pay for the work completed in the current year.

The above is to be met from savings under 'Improvement to Tai Po Road junction with Castle Peak Road to North of No. 3 Mile Stone, \$2,000.'

Royal Observatory: Special Expenditure. Meteorological Conference \$252.

Printing expenses in connection with a Conference of Directors of Far Eastern Weather Services held at Hong Kong from April 28 to May 2, 1930, to discuss the possibility of adopting uniform codes for visual storm signals throughout the Far East. This Conference was proposed at a Conference of Empire

Meteorologists held at London in August, 1929, and at the International Conference of Directors of Weather Services, held at Copenhagen in September, 1929; the proposal was approved and Mr. Claxton was appointed convener. When a vote was taken for other expenses in connection with the Conference the cost of printing was not known. Charitable Services: Salvation Army Women's Industrial Home \$1,000.

The Salvation Army authorities have established a Women's Industrial Home for Chinese women and girls. The proposals have been examined by the Hon. Secretary for Chinese Affairs and he advises that the institution is worthy of Government support. A grant of \$200 per month is suggested to commence in August and a vote for \$1,000 for 1930 is accordingly requested.

FOUND DYING.

MAN COLLAPSES IN THE STREET.

Found by the Police soon after 10 o'clock this morning lying in a dying condition in Stanley Street, surrounded by the usual crowd just gaping and doing nothing to assist, a Chinese, age about 40 years, was taken to the Central Police Station where the motor ambulance was immediately telephoned for, but before its arrival he died.

From three characters marked on the man's shirt and a letter from the country found in a pocket of the man's coat, it was ascertained that his name was Wong Pook-chiu. Other articles found were a tooth brush and three packets of cigarettes. He had the appearance of a new arrival from the country. Some of the people in the crowd alleged that they saw the unfortunate man receive a blow in the stomach from another man who ran away, whilst others said that what they saw was the man collapse suddenly. There was no one near him at the time.

The body was examined and no external sign of injury was found. The body was later sent to the mortuary for a post mortem examination.

EXCHANGES

TO-DAY'S QUOTATIONS	
On London—	
Bank, wire	1/3 1/4
Bank, on demand	1/3 1/4
Bank, 4 months' sight	1/3 3/4
Credit, 4 months' sight	1/3 15/16
Documentary, 4 months' sight	1/4 1/16
On Paris—	
On demand	785
Credit, 4 months' sight	825
On New York—	
On demand	31
Credit, 60 days' sight	32 1/2
On Bombay—	
Wire	83 1/4
On demand	85 1/4
On Calcutta—	
Wire	85 1/4
On demand	85 1/4
On Singapore—	
On demand	55
On Manila—	
On demand	62 1/4
On Shanghai—	
On demand	Tls. 83
Dollar	113 1/2 dis.
On Yokohama—	
On demand	62 1/2
Sovereigns (Bank's buying rate)	1/3 7/8
Silver (per oz.)	16
Bar Silver in Hong Kong—	
Kong	2% dis. nom.
Copper Cash	Nominal.
Copper Cents	8% prem.
Rate of Native Interest—	
Chinese Sub. Coin	4% p.a.
Hong Kong Sub. Coin	2 1/2% p.a.
LONDON EXCHANGES	
Rugby, Yesterday	123.74
Paris	4.86 29/32
Brussels	34.79
Geneva	25.055
Amsterdam	12.093
Milan	92.95
Berlin	20.375
Stockholm	18.10
Copenhagen	18.16
Oslo	18.17
Vienna	34.44
Prague	164 1/2

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 31st July, 1930.

STOCK	Buy-ers	Sell-ers	Sales	Norm.	Fluc-tuat.	Last dividend and when paid
Banks.						
Hong Kong Bank	1515				Dec.	Interim 25 cts. 1929 Aug. 11, 30
Chartered Bank				17 1/2	Dec.	Final 7 1/2 cts. 1929 Apr. 2, 30
Mercantile Bk., Ltd.				20	Dec.	Final 5 1/2 cts. 1929 Apr. 2, 30
Bank of Asia				121	Dec.	Final 5 1/2 cts. 1929 Apr. 2, 30
Insurance.						
Canton Ins.				945	Dec.	Final 27 cts. 1929 May 16, 30
Union Ins.	437				Dec.	Final 27 cts. 1929 May 16, 30
China Underwriters				285	Dec.	Final 27 cts. 1929 May 16, 30
China Fire Ins.	400				Dec.	Final 27 cts. 1929 May 16, 30
H. K. Fire Ins.	955				Dec.	Final 27 cts. 1929 May 16, 30
Shipping.						
Douglas	20				Dec.	Last dividend for 1929 Mar. 25, 30
H. K. Steamships	25 1/2				Dec.	Final 10 cts. 1929 Mar. 4, 30
Indo-China (Pref.)				43	Dec.	Final 10 cts. 1929 June 10, 30
(Def.)				40	Dec.	Final 10 cts. 1929 June 10, 30
Shell Transports				95/7	Dec.	Final 10 cts. 1929 July 8, 30
Union Waterboats				32	Dec.	Final 10 cts. 1929 Mar. 10, 30
Mining.						
Benguet				94	Dec.	Interim 15 cts. 1929 Apr. 2, 30
Kailash Mining Ad. st.				313	June	Interim 15 cts. 1929 June 8, 30
Langkat				94	Oct.	Interim 15 cts. 1929 June 8, 30
S'hai Exploration	130				Dec.	Interim 15 cts. 1929 July 1, 30
Loans					Dec.	Interim 15 cts. 1929 June 10, 30
Raubs				24	Mar.	Final 10 cts. 1929 Mar. 31, 30
Troop Mines					Dec.	Interim 15 cts. 1929 Mar. 31, 30
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	171 1/2	178	171		Dec.	Final 10 cts. 1929 Mar. 10, 30
H. K. & W. Docks		80			Dec.	Last dividend for 1929 Mar. 10, 30
China Providence	535	64			Dec.	Last dividend for 1929 Mar. 10, 30
Hongkwa	260				Dec.	Final 10 cts. 1929 Mar. 31, 30
N. Engineering				74	Dec.	Final 10 cts. 1929 Feb. 28, 30
Shanghai Docks	124				Apr.	Final 10 cts. 1929 July 30, 30
Lands, Hotels & Buildings.						
H. K. & S. Hotels	111				Dec.	30 cents for 1929 Apr. 7, 30
H. K. Lands	891	891			Dec.	Interim 25 cts. 1929 Aug. 8, 30
Shanghai Lands		299 1/2			Dec.	Interim 25 cts. 1929 July 31, 30
Humphreys		164			Dec.	30 cents for 1929 May 7, 30
H. K. Realities	830				Dec.	Final 30 cts. 1929 Mar. 24, 30
Chinese Estates				93	Feb.	30 cents for 1929 July 31, 30
Cotton Mills.						
Ewo Cottons		1130	1130		Dec.	Final 10 cts. 1929 Mar. 17, 30
Shanghai Cotton			78		Apr. and Oct.	Final 10 cts. 1929 May 23, 30
Zhong Sing			9		June	Final 10 cts. 1929 Oct. 11, 29
Public Utilities.						
H. K. Tramways		20			Dec.	Final 10 cts. 1929 Mar. 13, 30
Peak Tram (old)	12 1/2				Apr.	30 cts. on old for full year 1929 June 14, 30
(new)	0				Dec.	30 cts. on new 30-30 Feb. 14, 30
Star Ferries	94				Dec.	30 cts. on old for 1929 May 13, 30
China Light (old)	20 1/2			21 1/2	Sept.	Interim 25 cts. 1929 May 13, 30
(new)					Dec.	30 cts. on old for 1929 Mar. 12, 30
H. K. Electric	178 1/2				Dec.	30 cts. on old for 1929 Mar. 12, 30
Macao				23	Dec.	30 cts. on old for 1929 Mar. 12, 30
Sandakan Light	11 1/2				June	None
H. K. Tel. fully paid				21 1/2	Dec.	Final 10 cts. 1929 Aug. 1, 30
(part paid)	21 1/2			22	Dec.	Final 10 cts. 1929 Feb. 28, 30
China Bus	118 1/2				Dec.	Final 10 cts. 1929 Feb. 28, 30
Spore Traction (Ord.)		10 1/2			Sept.	114 cts. on preference shares 1929 Feb. 6, 30
(Pref.)				15 1/2		
Industrials.						
China Sugars				1	In Liquidation	
Malacca Sugars				27	Dec.	Pa. 3 for 1929 Apr. 11, 30
Cald. Macg. Ord.				10 1/2	Dec.	Final 10 cts. 1929 Apr. 30, 30
(Pref.)				10 1/2		
Canton Ice				24	July	None
Cement (comb.)	18 1/2				Dec.	30 cents on old for 1929 Mar. 19, 30
(old)				13 1/2	Dec.	30 cents on new for 1929 Mar. 19, 30
(new)				51	Dec.	30 cents on new for 1929 Mar. 19, 30
H. K. Ropes	11 1/2				Dec.	Last dividend for 1929 Mar. 19, 30
United Asbestos				5	Dec.	Last dividend for 1929 Mar. 19, 30
Stores, &c.						
Dairy Farms	25 1/2	25 30			Dec.	Final 10 cts. 1929 Mar. 14, 30
Watsons				12 1/2	Oct.	70 cents for year 1929 Mar. 31, 30
Der A Wings	1				Dec.	Final 10 cts. 1929 Mar. 31, 30
Lane Crawfords				8	Feb.	Last dividend for year 1929 May 15, 30
Mackintosh	18				Feb.	30 cents for year 1929 May 15, 30
Sinceres				11 1/2	Dec.	30 cents for year 1929 June 10, 29
Wm. Powells				2 1/2	Feb.	25 cents for year 1929 June 10, 29
Miscellaneous.						
H. K. Amusement	20				Mar.	Final 10 cts. 1929 July 25, 29
Entertainment				10	Dec.	Final 10 cts. 1929 July 25, 29
M. K. Construction				190	Dec.	Final 10 cts. 1929 July 25, 29
Ind. G. Bonds				81 1/2	Dec.	Final 10 cts. 1929 July 25, 29
M. K. Govt. Loans	8 1/2	Prem.			Dec.	Final 10 cts. 1929 July 25, 29
* Sales to Shanghai.						
Helsingfors	193 1/2				Dombay	1 1/2 3/4
Madrid	43 35				Shanghai	1 1/6
Lisbon	108 25				Hong Kong	1 1/3 1/4
Athens	275				Yokohama	2 1/2 9/32
Bucharest	218				Silver Spot	16
Rio	5 3/32				Silver Forward	15 15/16
Buenos Aires	40 7/16				British Wireless	10

MOTORISTS THIS IS YOUR PAGE



**save cents
and lose
dollars?**

UNFORTUNATELY the impression has been created that lubricating oil in sealed tins is greatly more expensive than the same oil drawn from a tank. The fact of the matter is that the difference in price is infinitesimal—and consider the protection the slight difference in price gives.

At our refineries Gargoyle Mobiloil is poured into tins. The tins are then securely sealed—protection against contamination and fraud. If the seal is intact when the tin is purchased, the purchaser may be absolutely certain that he is receiving genuine Gargoyle Mobiloil.

As even an experienced oil man can not, by sight, tell the difference in quality of two lubricants similar in colour, how can a motorcar owner know for a certainty that he is receiving what he is paying for if the oil is drawn from a tank?

And then there is contamination to contend with. The air is full of dust. Oil collects dust. Therefore oil exposed to dust can not possibly be as pure as oil sold in sealed, dust-proof tins.

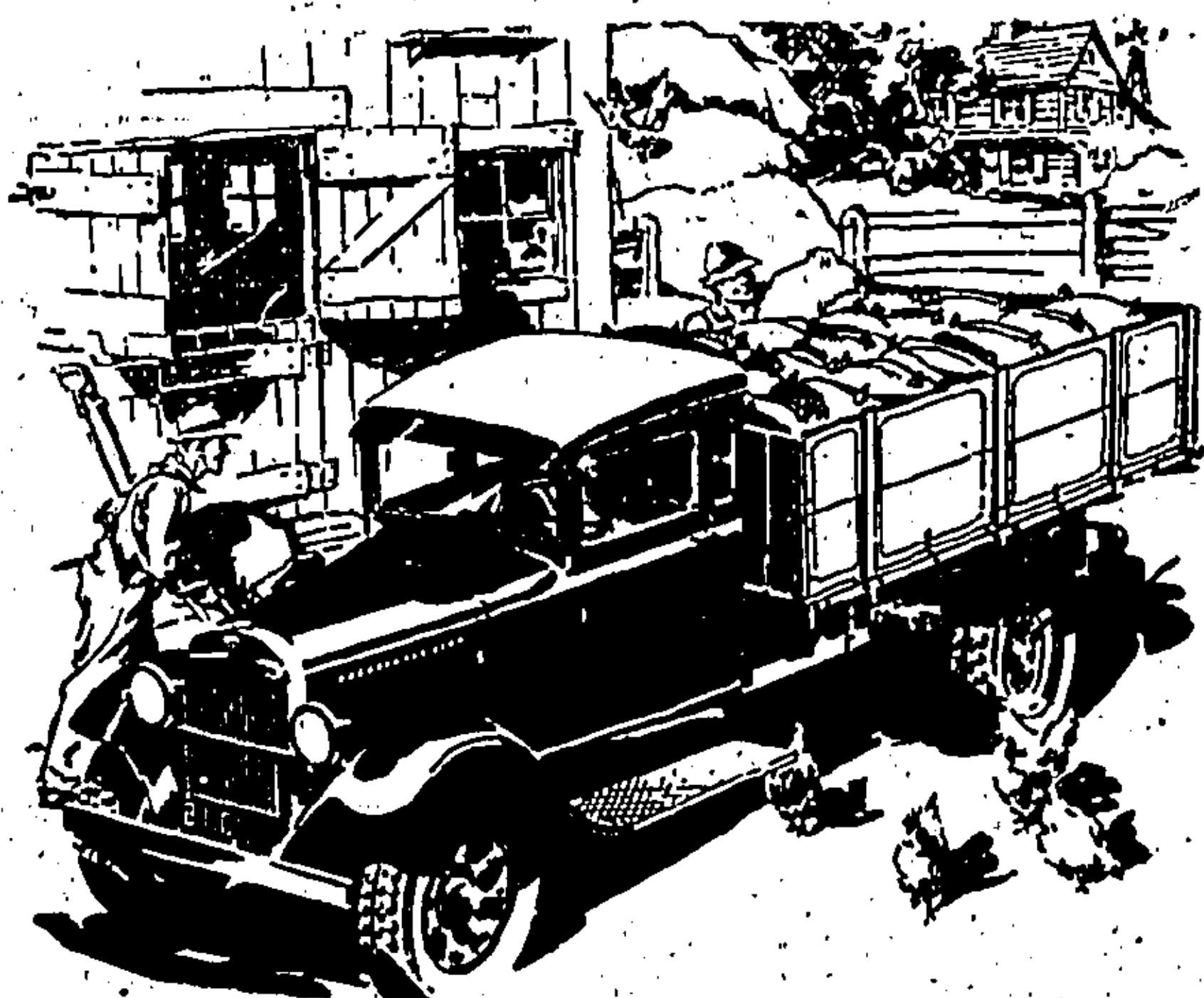
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MOTOR ADVENTURE.

A Few True Words Spoken in Jest.

JACKING WITHOUT TEARS.

Let me explain how this article came to be written.

There was once a new owner of a new car who was going with his family and friends one wet winter's night to a dance. It was the type of dance at which one appears garbed as a Mandarin or a Pillar Box or a Polar Bear, or indeed as anything except a normal human being. The owner and family were tastefully arrayed as Elizabethan courtiers, and being late they were proceeding at speed.

Some miles from their destination an ominous bumping made itself felt. Could it be a puncture?

It could; it was. With a murmured "Tut, tut" of annoyance the owner levered himself out of the car into the rain and set about the task of changing a wheel. He then made a number of discoveries.

First, that the designer of his ruff, bonnet, and velvet cloak must have been an impractical fellow, with little experience of garage repair work.

Secondly, that in order to reach the jack and wheelbrace it was necessary to divert the passengers and grope amid an oily collection of iron-mongery beneath the rear seat. There being no Raleigh present to lay down his cloak, the ladies of the Court stood in a shallow puddle, what time the owner burrowed profanely in search of the instruments necessary.

This done, the passengers re-embarked and the lifting process began. A third discovery was here made, namely, that the handle provided was insufficiently long to clear the luggage grid; this resulting in one barked knuckle for each turn given to the jack handle.

For a while there was silence, broken only by the protesting groans of the rising car and the heavy breathing of the operator, who had adopted the only practicable position for working by bending almost double underneath the car; a position tending to mud on the doublet and profanity in the wearer. A few minutes of this sort of things brought home the next truth, namely, that the vehicle was too close to the kerb to enable the wheel to be removed without fouling it. Move business with the jack (in the reverse direction). The car was then manhandled into the centre of the road and the process recommenced.

Coming up for Air.

At intervals the operator came up for air, striking his head regularly upon the projecting corners of the luggage grid as he did so. He took these opportunities of urging that the task was not made lighter by the refusal of the passengers to wait in the rain until he had finished. The passengers declined, however, to discuss the matter, pointing out rather bitterly that as they were half an hour late already a few minutes more or less were of little consequence, and that the more he talked the wetter he would be.

The next discovery was the extreme difficulty of loosening wheel nuts after a wheel has been jacked up. The difficulty was overcome by the owner jamming the wheel with one foot—the method proving neither efficient nor cleanly.

This finished, the actual removal and exchange of wheels was a simple matter. After all, mud washes off more easily than oil. The lowering of the car was accomplished without any incident of note, the vehicle descending slowly for the first half of its travel, and more rapidly for the remainder, owing to its slipping off the jack. The owner, whose head was immediately beneath the luggage grid at the moment, rose up from his cramped position, and was understood to comment unfavourably upon the car, its designer, and the designer's forefathers.

The last stage of this eventful history was the attempted return of the jack to its home with the other tools. Lack of time prevented the attainment of complete success, but a good half of the instrument went in, the remainder serving as a support to the back seat, which seemed on fire for the rest of the journey.

However, it's an ill wind that blows nobody any good, and at the ensuing ball the owner took first prize in the Fancy Dress parade as Guy Fawkes.

There are a number of morals to be drawn from this cautionary tale. The Morals.

In the first place, do not wait until a wet winter's night to discover how, if at all, your jack works. Examine its operation by daylight and in comfort, and you will reap your reward when the inevitable happens.

And, in examination, if the jack appears to have insufficient reach to raise the car, make sure, before writing bitterly to the makers, that there is no extension concealed in its inside. Secondly, satisfy yourself that the manufacturer, who probably leaves these little things to his chauffeur, has equipped your car with a jack handle that is long enough to clear obstructions and will allow you to work in the natural posture of a man—upright, on two legs.

Personally, I consider that a jack operated by the pump-like movement of a long lever is preferable to one involving a rotary action—always provided there is room for an up-and-down movement of sufficient amplitude.

Thirdly, the spot at which a puncture is most likely to occur is not a smooth, flat road offering a good purchase for the jack base, but one stony and full of potholes, and possibly having a steep camber. This being so, make the best of a bad job. If the road is sprinkled with puddles, avoid stopping immediately opposite one. Avoid the camber and the kerb for the reasons previously mentioned, and choose the firmest surface available for supporting the jack.

A minor point well worth remembering for the sake of one's personal safety is to take care when changing a rear wheel at night not to stand in such a position as to obstruct the light of the rear lamp. It is easy for an oncoming driver to fall entirely to see the stationary machine if the owner is standing in the light.

Another point that should be borne in mind is that a hydraulic jack should, whenever possible, be carried upright. I know the makers guarantee that it will not leak; they say the same of fountain pens, and they are usually right. But if there is any method of carrying it upright, why tempt providence?—Singapore Free Press.

KILL 31,000 IN YEAR.

Alarming Toll of Motor Crashes Revealed.

Washington, June 12. Automobiles will kill 31,000 persons in the United States this year, thousands of them little children, according to estimates just quoted by Secretary of Commerce, Robert P. Lamont.

Nearly half of these people already have met their fate. Thousands more are marked for a tragic end before the new year, and the total may rise far above estimates.

Altogether more than 1,000,000 persons will be injured or maimed for life, it is estimated. Their number will far exceed the wounded among American troops in the world war. The death list will be nearly as large as that of American soldiers shot down in battle during the war.

Reports of casualties and deaths due to automobiles coming in from State and municipal "read like those of a war conducted on many fronts," according to Secretary Lamont. Even President Hoover has publicly called attention to the alarming situation he recently saw here.

The great loss of human life in street and highway accidents and the toll of suffering among surviving victims is a national concern of grave importance.—United Press.

FUELLING CHARTS.

It may be of interest to our motoring readers to learn that the Vacuum Oil Company have now supplies of Oiling Charts for the following cars, and will be only too pleased to forward same free on application to any of our readers who may desire same:—

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Singer
Standard
Trojan
Wolsley

DRIVER CHARGED.

Sequel to Death of Mr. J. J. Conway.

A sequel to the death of Mr. J. J. Conway, of the Singapore office of the American Express Company, who was involved in a fatal motoring accident at the Johore Causeway, was heard in the Johore Police Court on July 14, when the Malay driver of the deceased's car was charged with causing death by a rash and negligent act, says the Straits Times.

According to the evidence of the prosecution, which was conducted by Mr. Jafar bin Marklah, O.C.P.D., Johore Bahru, the accused overtook another car and hit a projecting corner stone at the Johore end of the Causeway. The car turned upside down, pinning Mr. Conway underneath, and the car which was following ran into it.

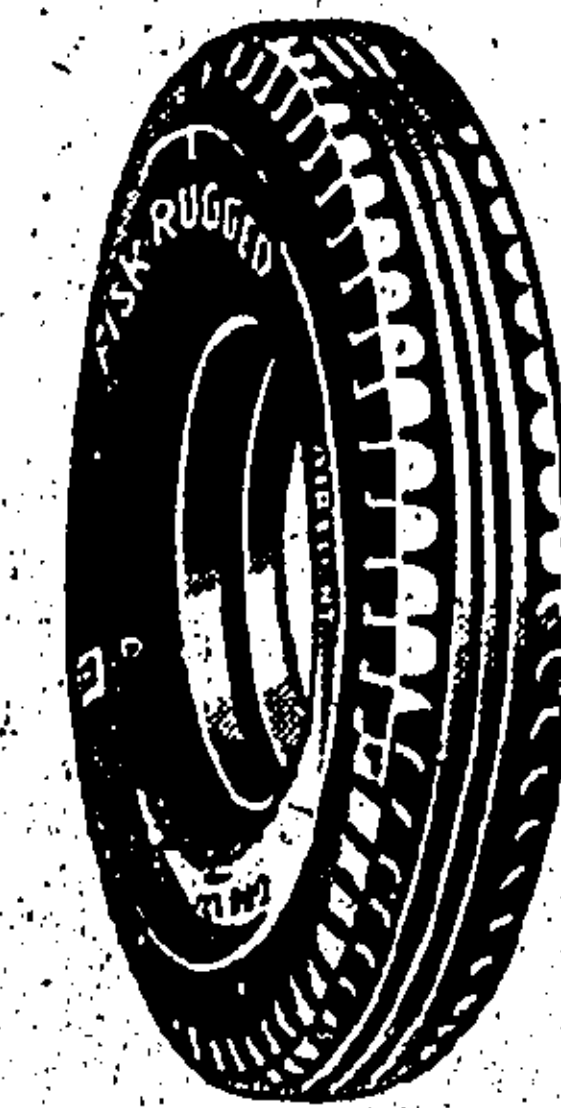
Dr. W. J. E. Phillips, Medical Officer, Johore General Hospital, said in the course of his evidence, that Mr. Conway was only able to give his name before he died.

After other witnesses had been examined, Mr. E. Rhodes of Singapore, who represented the accused, Mohamed Sarin bin Abdul Aziz, submitted that it had not been strictly proved that Mr. Conway's death was a result of the accident and that it was a matter of uncertainty as to whether it was the act of the accused which caused his death or whether the death might not have been caused by the heavy collision which occurred when the car which was following the deceased's car ran into it after the deceased's car had overturned.

The evidence, said counsel, showed no negligence on the part of the accused. If the accused had been guilty of negligence it was not of a degree compatible with the very grave negligence which was necessary to found a criminal charge.

The further hearing was adjourned for a week.

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NEW G.M.C. MODEL.

German Factory Product.

Detroit, Mich.
News from overseas conveys the information that General Motors Corporation has produced from its Opel plant at Russelsheim, Germany, the new small car model that G.M.C. will market in Europe.

This is the car the general specifications of which were forecast by James D. Mooney, president of the General Motors Export Company, in a paper read before the society of Automotive Engineers two years ago. In it Mr. Mooney pointed out that economic and living conditions in Europe demanded individual transportation scaled down from the order on which it is used in America.

The Opel car is the result. It has been built on the plan which European makers have designed the "baby" cars used abroad. The experimental models are said to have been tested at the General Motors proving ground at Milford, Mich., management of J. J. Reuter, president of the Olds motor works at Lansing, who assumed the overseas post some months ago.

In design, the new car is said to be a makeover of a former Opel model to which certain American characteristics have been given. In appearance it suggests a Buick body lines. The chassis weighs only 925 pounds and the complete car between 1,417 and 1,600 pounds, according to body type.

The engine is the L-head type and has four cylinders. Bore of 2 1/4 inches and stroke of 3 9/16 inches place it in the one-litre class with a displacement approximating 62 cubic inches. Neither wheelbase nor tread dimensions are given, but it is assumed that the tread is narrower than the 54 inches common in this country.

Maximum engine speed is 3,000 revolutions. On high gear ratio of 5.56 to 1, the shaft turns at 2,930 revolutions. No claims of speed or gasoline consumption are made but the car is believed capable of at least 40 miles on one gallon of fuel.

Other features incorporated in the car are a thermo-syphon cooling system, battery ignition, two-bearing crankshaft, pressure feed lubrication, single dry-plate clutch, tubular propeller shaft with double universal, four-wheel brakes, semi-elliptic springs in front and quarter-elliptics in rear, and three-speed transmission.

The equipment includes one spare disc wheel, lamps, horn, speedometer and hand-operated windshield wiper.

There are five models in the range. The types and prices follow: chassis \$440; roadster, \$490; touring car \$570; two-passenger collapsible coupe with rumble seat \$610; four-passenger sedan \$650.

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GLARING LIGHTS.

The Dip-and-Switch Device Explained.

Perhaps I may be considered premature, but certainly it seems to me that the chief problem of eliminating "dazzle" from head lamps is as good as solved—and the dip-and-switch device has done it. I say "has good as solved" because it never will be entirely solved so long as the human element enters into the matter (writes a contributor in the "Autocar"). But if all self-propelled road vehicles had steering wheel controlled dip-and-switch head lamps of not more or less than a certain range of brilliance, then the experience of each individual would soon teach him that the troubles of dazzle can be eliminated by commonsense behaviour.

Although the dip-and-switch system is being increasingly made a standard part of the equipment of British cars, there are still more cars on the road which are without it, and therefore many drivers have never had actual experience of it.

Before enlarging upon the subject I had better just explain the arrangement for the benefit of those who are still unfamiliar with it. On the right of the car is a normal head lamp, but on the left the mirror inside the lamp is mounted on a horizontal swivel, and at the back of it is a pneumatic or electrical device, controlled either by a plunger on the steering column or dash, or by a switch on the wheel, which can cause the mirror to tilt downward and thus dip the light beam from the lamp downwards on to the road. Actually the movable mirror does not swing upon a truly horizontal axis, but is set so that the light beam swings slightly over to the left as well as downwards; in addition, when the dipping control is worked the right-hand lamp is simultaneously switched out.

No Fumbling.

When the driver meets an oncoming car he works the control—and the absolute essence of the whole system is that the control should be easy to reach without blind fumbling. It is for this reason that most people prefer the electric switch in the centre of the steering wheel. Thereupon, instead of both headlamps sending out a spread of blinding light, the left-hand lamp just throws one modest beam of downcast light on to the left side road gutter. This beam hits the road surface about 20 yards or less in front of the car and will pick up any cyclist. So much for the theory of the thing.

In practice other points arise, or so I have found after six months' use of Lucas Billex lamps with pneumatic dip-and-switch control. Everybody knows that, with our natural human selfishness, we are more concerned about the other fellow dazzling us than we are about dazzling the other fellow. So if we meet another car, with really vile lights, brilliant and possibly adjusted, driven by a man with absolutely no consideration for other road users, or perchance unequipped with any dimming device, we are temporarily blinded, especially if there be rain-drops on our windscreen.

The Dip-and-Switch.

In the old days, if the other fellow did not dim neither did we; we just could not see if we dimmed. And this is where I think that the dip-and-switch helps in rather an unexpected fashion. I find that when I am dazzled like this I can actually see better if I dip-and-switch, and, therefore, I now dip-and-switch, for my sake, whenever I meet other headlamps. It is becoming a habit because it helps me, and if the dip-and-switch induces this habit in everyone we are well on the way to curing the dazzle difficulty.

This is the reason why dip-and-switch helps in the fact of oncoming dazzle. Properly adjusted headlamps of good make throw a flood of even light with no ultra-bright or ultra-black spots. They illuminate the foreground smoothly and without apparent brilliance. But the instant such a lamp is dipped the intense beam strikes the left of the road close to the car and a restricted field of extra-bright illumination is created. In spite of oncoming dazzle, the eye can see comparatively clearly over this field because it is the most brightly illuminated spot in range. Of course, if the oncoming dazzler has dip-and-switch, too, and uses it, both drivers can see perfectly well, and there is nothing more to worry about. In the past many of the non-dazzling devices "helped" the dazzler, and did not help the dazzler; so there was little incentive for a driver to fit one, since it only benefited other people. But the dip-and-switch arrangement, in my opinion, benefits both alike; moreover, the normal driving light is not curtailed.

JAPAN'S LATEST.

Attempt to Develop a Motor Industry.

Tokyo, June 15.
As a counter measure for the prevailing shipbuilding depression, the Ministers of Finance and Commerce have expressed their opinions that the manufacturing of motor-cars is the best means to meet the situation.

This has been taken as the Government's plan, and has caused not a little sensation among shipbuilding circles. Motor-car manufacturing by shipbuilding works, though desired by the Government, cannot be easily carried out at once on account of lack of funds, it is believed.

The only shipbuilding firm which has been working on the manufacture of cars is the Ishikawajima Dock. Other firms, if they undertake this work, have to begin with the training of the workers and this necessitates a considerable sum of money. If they could be supplied with adequate subsidies by the Government, the starting of the work would be comparatively easy, they suggest.

The same is true of the works for aeroplane construction. Although this industry has a promising future, lack of funds prevents the works from favourable development. The Mitsubishi and Kawasaki dockyards are now carrying on aeroplane manufacture on a small scale.

CAR UPHOLSTERY.

How It Is Fitted

Not every motorist realises how air-suspended upholstery is made up, says an article in the Autocar apropos the Moseley Float-on-air cushion.

The leather or fabric seat cushion has a flap at the back into the deflated rubber sections are inserted. East section (there are four in this case) has a concealed tyre valve, which is pulled out of its recess for inflation. When the right pressure is reached, which is tested by resistance to the hand at the centre of the section, the flap is closed by its snap fasteners and the seat is ready for the car.

It will be apparent that, apart from the Float-on-Air principle of "pneumatically stuffed" upholstery, there are additional advantages in that the seats can be cleaned internally and externally at any time, unlike spring and hair-stuffed upholstery. The weight and height of the cushions are also materially reduced. Tight air pressure is not needed; indeed, the inflation requires to be so slight that the cushion should be quite flabby when not supporting a person and, if the cushion is pressed locally, as by the hand in testing its pressure, the knuckles should practically "go through" to the baseboard of the seat.

A WOMEN'S T.T.

Mr. Hall Caine, presenting prizes to women motor cyclists at a rally at Croydon, suggested that a women's T.T. race in the Isle of Man should be instituted. "I feel," continued his authority, "that the dare-devilness of the ladies would easily rival the dare-devilness of the men."

Anyone who has the slightest knowledge of T.T. racing or of the course over which it is run will recognise that the suggestion is ridiculous. T.T. racing is a job which takes the best nerve and the highest skill of the pick of our young drivers. It is no child's game, and the injury and accident list ought to be a warning that there are some things which women should not attempt to do. That there is a type of woman who would not think twice about having a go at such a task as this cannot be denied, but it is not necessary just on that account that they should be encouraged.

For the attitude that women can manage and have a right to try every branch of male activity, there can be no defence. The sooner this is realised the better.

DUNLOP TYRES FAVOURED.

In the Circuit d'Alessandria, Italy, Varzi came first in the general classification, driving an Alfa Romeo on Dunlop tyres. The same driver was first in the 'Over 1500 cme Class', and Zanelli, in a Bugatti on Dunlops, was second in the '1100 cme Class', each of them in a Salmons on Dunlops with which 24 of the 27 starters were equipped. The distance run is 256 kms. and the winner covered the course, without change of tyres, in 2 hours, 21 minutes, 42 seconds, an average speed of 108.895 kms. (67.74 miles) per hour.

TRAFFIC EVILS.

Dangers to Life and Business.

Washington, June 9.
Dr. Julius Klein, Assistant Secretary of Commerce, calls attention to-day to the "robots on wheels," with their terrific toll of life and injury, and to the menace confronting trade by reason of the enormous congestion on the roads and in the cities, which were never constructed to bear such traffic.

He referred to "stripped for action" fifteen-foot speed roadsters and thundering, elephantine buses, with other features of "American automobile traffic," as "merciless Frankenstein monsters and Molochs which may finally crush us" unless public opinion and the Governmental authorities solve the appalling problem by giving constant thought to the necessity of building bigger and better highways and also improving the present traffic rules.

In the United States last year there were about 28,000 road fatalities—a situation, said Dr. Klein, black with tragedy and shameful in some respects to civilisation, because it denotes at least a measure of incompetence.

Apart from the intensely human problem, increasing damage is being inflicted on the vital commercial interests of the United States by the impairment of valuable property in vehicles, wastage of millions of transportation hours, and lessened profits of business houses whose activities are affected by the ills which the motor-vehicle congestion brings in its wake.

MOTOR CAR BODIES.

Grow Before Your Eyes.

There is a romance in seeing anything grow from rough materials into the finished product—"a thing of beauty."

In the body building plant of the Graham Paige Company at Wayne, Michigan, this transition takes place before the observer's eyes.

First the trim and upholstery, sales of material, automatic cutting machines, sewing machines that are big brothers of the sewing machine in our homes, and orderly activity. The magnetized tack hammer, simple though it is, always attracts attention. Imagine a man with a mouth full of tacks. Every time the tack hammer goes to his lips, it comes away with the tack held to the head of the hammer, allowing him full use of both hands.

A few minutes and the materials have taken new form, and are now upholstered seats and seat backs, travelling on a conveyor destined to meet and become part of the body, when the body is ready to receive them.

Then downstairs into the mill. Here lumber that seems to bear no relation to anything in motor body building passes from machine to machine, and under skilful hands is combined into shapes and frames that are recognized as some part of the body.

From the mill conveyors take the small parts to the master magician among machines, "the Big Jig." It is hard to tear oneself away from this almost human thing. A weird skeleton having metal bones that seem to follow no anatomical rule, clamps that seem to grow on the bones for no reason. The "Big Jig" stands with its attendant "Doctors." Into the skeleton are put the wooden parts we have admired in the mill. Each part exactly fits its "bones," the clamps hold it in place. The sides, ends and roof of the "Big Jig" mysteriously close up. Humans like ants swarm over it, pneumatic screw drivers buzz, a few hand hammers strike, a minute, and the "Doctors" stand back from the "skeleton." The "Big Jig," disintegrates into separate sides, ends, and top, and there stands the framework of the motor body on its own wheeled platform. Magic and Romance certainly.

Apparently from thin air, the metal grows on the frame, and still it moves inexorably on towards its destiny—a Graham Paige body.

Inspectors Waiting.
Down the line the body goes. Inspectors are waiting to detect any unevenness in the metal of the bodywork. It seems unbelievable that an unevenness in the surface is easier to detect through a glove than with the bare hand, but it is true. Each inspector wears a glove on one hand. In the other, a piece of chalk. An almost careless movement of his gloved hand finds an uneven or rough place—a chalk mark, and as the body moves on, men administer a tap here with a hammer, a rub there with a file, and the chalk mark is no longer needed.

On to the acid bath. This cleans all dirt and grease from the metal. Then an oven of moderate heat, and through the brushes that take away the acid, now powder.

On again, into the spraying booths. Next time we see the

body it has its first priming coat. We only see it an instant before it goes into another oven, considerably hotter, which bakes the priming coat into the metal.

Two priming coats, two lacquer coats, and the body passes into view again. This time we can watch deft hands "touching up" spots that seem to have been neglected, and those spots are not discernible to the uninitiated eye. We see steady hands put the thin lines on mouldings and window reveals, and marvel at the delicacy of touch possessed by the skilled men.

By this time the body is ready for the upholstering. Wizardry again appears, and velvet, mohair, leather seem to go into their appointed places as if of their own will, and the body is ready for the chassis.

We have been in the body plant thirty minutes, we have seen the wonderful Graham-Paige body grow under our eyes.

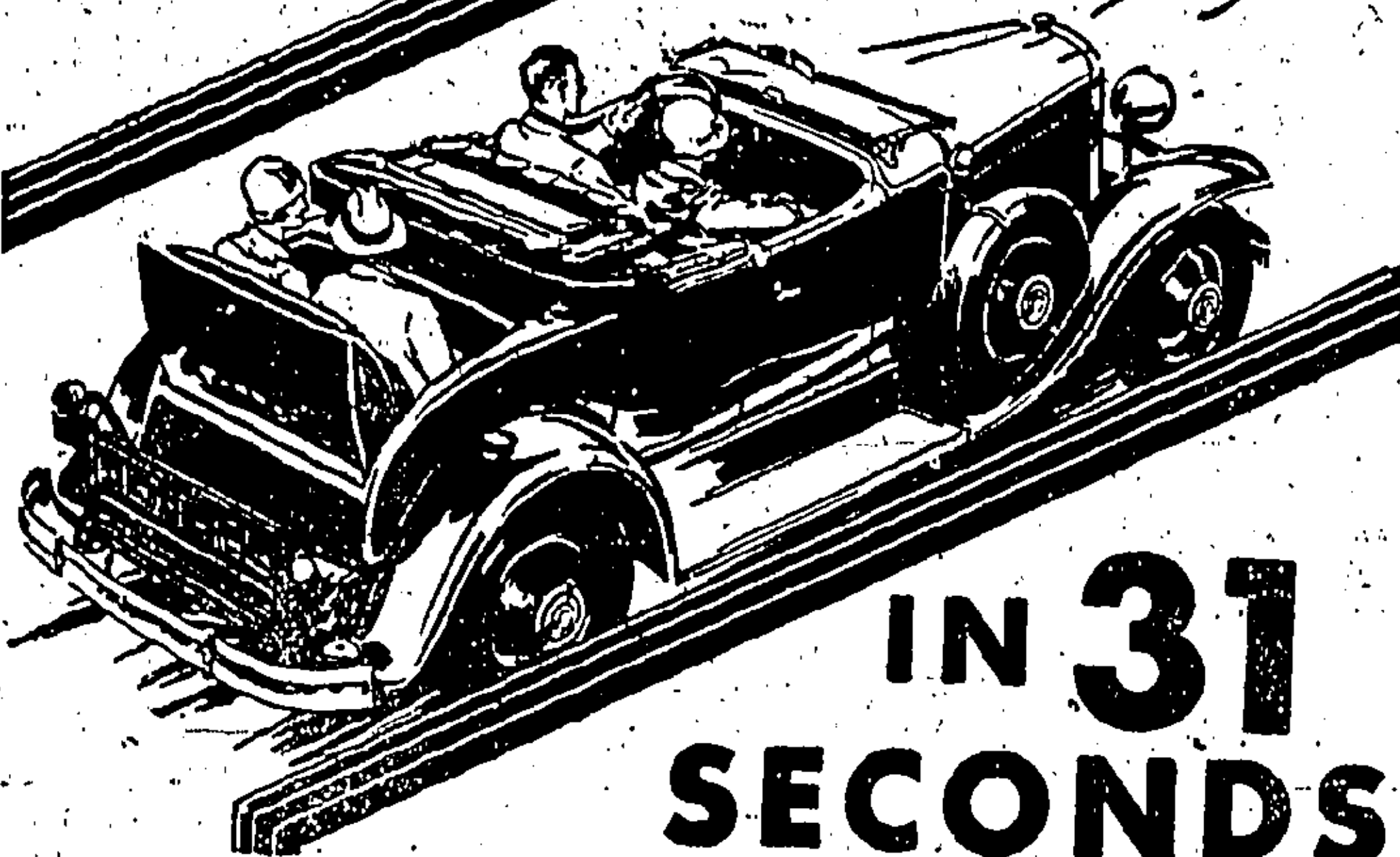
THE BRITISH MOTOR INDUSTRY.

A successful year and a strong financial position were outstanding points stressed at the recent annual general meeting of the Society of Motor Manufacturers and Traders, under the presidency of Mr. J. Maughling. The exhibitions last year had, said Mr. Maughling, been completely successful, a feature being the rapidly increasing attraction of the Commercial Vehicle Show; for this the total paying attendances in 1925, 1927 and 1929 were respectively 235,802, 251,854, and 264,802. On the other hand, the paying attendances at the private car exhibitions for 1927, 1928 and 1929 show a steady decline, the figures for the three years in question being respectively 275,222, 225,267 and 222,474.

It is not without interest to note that the S.M.M.T. will be freer after 1931 than it has been of late to consider an alteration in its exhibition policy. So far as this year and next year are concerned, the Society has negotiated with the Olympia Co. a tenancy of the new Empire Hall for the periods of the two car exhibitions. A feature of the Motor Show this autumn will be the inclusion of a motor boat section.

Last year's private car exhibition at Olympia resulted in a profit for the Society of 41,222, while the commercial motor exhibition brought in 27,457. The S.M.M.T.'s proportions of the profits of the two and Scottish motor exhibitions were respectively 26,233 and 4328, their total exhibition revenues according to the Society in 1929 representing a net profit of 255,302 6s. 11d.

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The China Mail

Thursday July 31, 1930.
Intercalary Moon, Sixth Day.

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HONG KONG, THURSDAY, JULY 31, 1930.

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BANK WOUND UP.

SPECIAL MANAGERS APPOINTED.

PETITION APPROVED.

In the Bankruptcy Court this morning, a petition was heard for the winding up of the Industrial and Commercial Bank, which closed its doors on July 3.

Mr. H. G. Sheldon appeared for petitioner, the Prince's Cafe, which asked for the winding up of the Company. The petition was supported by two affidavits, one, dated July 4, being that of Lin Luen-fong, of 18A Queen's Road Central, who swore that he was proprietor of the Prince's Cafe.

Another affidavit proved service of notice upon Mr. T. K. Lam, manager of the Bank.

Mr. Sheldon, continuing his application on behalf of petitioner, said that the Court had appointed the Official Receiver to be Provisional Liquidator on July 4. Upon the application of the Official Receiver, Messrs. J. H. Seth and Mr. S. H. Ross had been appointed Special Managers of the Bank.

The Chief Justice enquired whether anyone had served notice of contention.

Mr. Sheldon: No, my Lord. And I ask for an order that the Company be wound up, and that the petition-

MENACE OF INDIAN FLOODS.

Looting on a Large Scale Reported in Sind.

THOUSANDS HOMELESS.

Karachi, Yesterday.

A serious situation has developed in the Sind, owing to the floods. Thirty thousand people have evacuated for Sukkur, and thousands are rendered homeless. Over 100 villages are submerged.

The waters are closing in on Shikarpur from the north and west, and an area of 150 square miles from the river to Shikarpur is inundated. Enormous damage to crops and loss of cattle are reported, whilst 300 dacoits have plundered the houses at Khanpur vacated by wealthy merchants and looted property valued at 60 lakhs of rupees.—Reuter.

ing creditor's costs be paid out of the company's assets.

His Lordship: Let the winding-up order be made.

The Official Receiver then applied for the appointment of the Special Managers to continue after the petition, which application His Lordship granted.

STRIKE IN FRANCE.

ATTRIBUTABLE TO THE RISE IN BREAD.

MINISTER'S OPINION.

Paris, Yesterday.

The Minister of Labour, interviewed, expressed the opinion that the strike in northern France, in which 80,000 men were still out, was not really so much directed against the National Insurance Act as attributable to the rise in bread, but he admitted that certain "adaptations" in the Act might be necessary. He mentioned that 8,000,000 workers had enrolled in the scheme.—Reuter.

[An earlier cable stated:—A general strike of textile workers has now been declared in consequence of the objection to the new national insurance law. The strikers express readiness to accept the application of the new law, but demand an increase in wages, based on the present cost of living, with which to pay the contributions.]

A message from Rouen states that a protest strike against enforcement of the same Act is being held there. Police are patrolling the town, and have arrested several strikers with whom they came into collision outside the city hall.]

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